

Appendix I:

Written Public Scoping Comments

March 19, 2009

Mr. Dan Leavitt
Deputy Director
California High-Speed Rail Authority
San Jose to Merced
925 L. Street Suite 1425
Sacramento, California 95814



Dear Mr. Leavitt,

I am a strong proponent of the High Speed Rail. It will facilitate travel within the state and help alleviate congestion on our roads and in our airports.

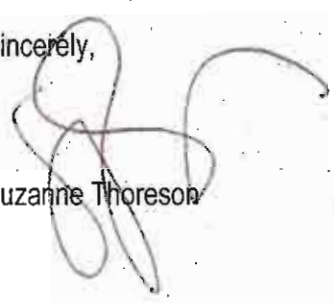
I understand that there are different routes being considered. I do not believe it is safe to have a high-speed train passing through densely populated areas. It should be near and/or have good access, but it should not travel through the middle of cities or towns.

I also noticed that your train lines converge in Chowchilla but do not stop there. This results in additional track line being needed as well as additional trains. A station in Chowchilla would enable you to have one train going back and forth between San Francisco and Chowchilla. Passengers could transfer to a train travelling between Los Angeles and Sacramento. As it is now proposed, you need two trains leaving every starting station and then diverging in Chowchilla in two different directions. The additional track line, necessary easements and number of trains would add substantial cost.

As the Central Valley becomes more populated there will be an increased need and utility of the high-speed train. There should be a number of stops at appropriate cities along the routes to encourage and facilitate use of the train. A station at the only location where the lines converge is obviously a logical stopping point. If warranted, a non-stop or abbreviated-stop train could be offered during various times of the day.

Thank you for your consideration of my concerns.

Sincerely,



Suzanne Thoreson

Dan Leavitt

From: Kris Deutschman [kris@kdcgroup.com]
Sent: Friday, March 20, 2009 5:10 PM
To: Nick Brand; Dan Leavitt
Subject: FW: CA High Speed Rail Route, Hollister area
Attachments: CA High Speed Rail Hollister.doc

Nick/Dan,

Is this an official comment for the scoping process?

Kris

From: Walter Windus [mailto:wwindus@msn.com]
Sent: Thursday, March 19, 2009 4:25 PM
To: Kris Deutschman
Subject: CA High Speed Rail Route, Hollister area

Hi Kris,

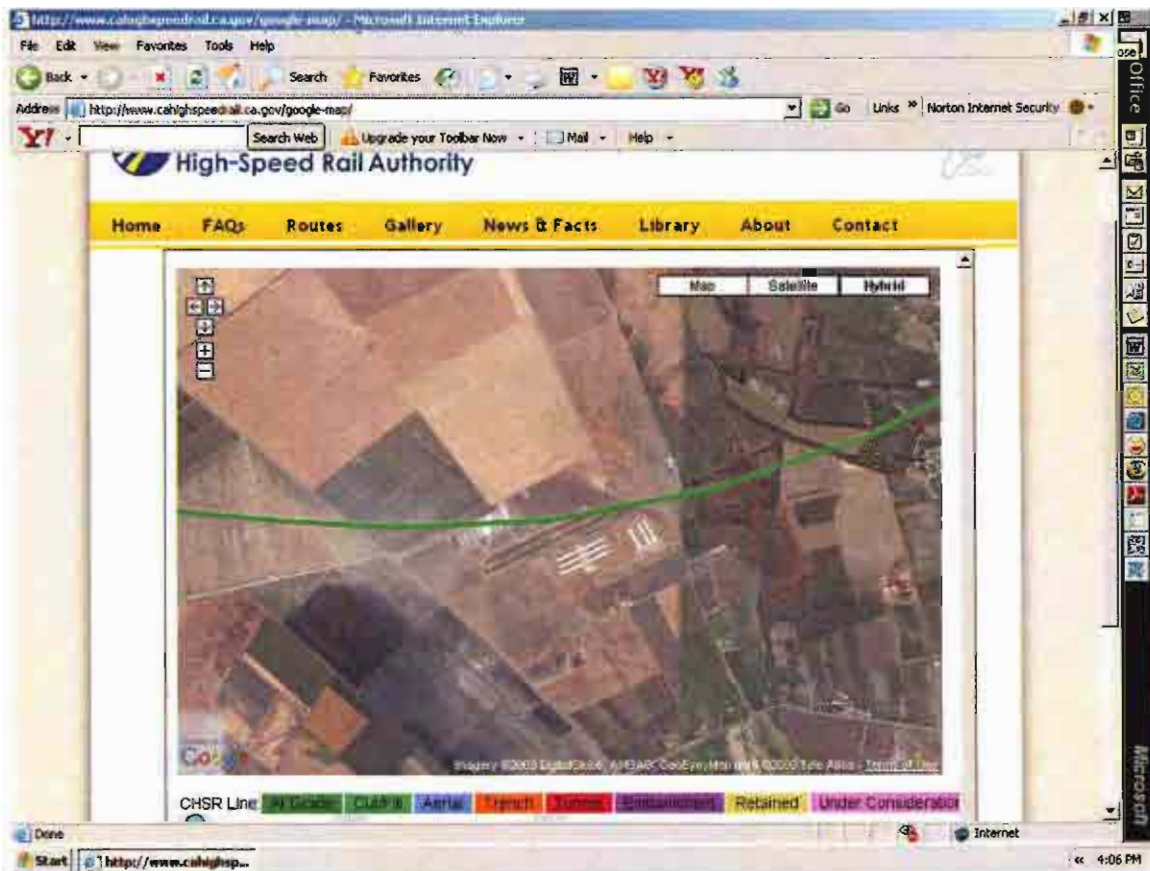
Review of your route map shows the rail line route through the Bolsa area northwest of Shore Road in the Hollister area. (See the attached) Your route map indicates that it goes through the public use airport, Frazier Lake Airpark (7901 Frazier Lake Road).

Is this route frozen or is it just a generalized depiction with specific alignments to be determined later? I would like to be advised when these specific scoping meetings are to be held so that the impacts on this airport can be minimized.

Please advise your comments.

Thanks in advance for your reply.

Best regards,
Walter Windus
Frazier Lake Airpark



1218 Willow St.
San Jose, CA 95125
March 31, 2009



Mr. Dan Leavitt, Deputy Director
ATTN: San Jose to Merced, California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814
email: comments@hsr.ca.gov

re: Comments for the PROJECT LEVEL EIR/EIS, "San Jose to Merced HST"

Dear Sir,

I am very supportive of the High Speed Train (HST). I am pleased that the California High-Speed Rail Authority (Authority) has selected the alignment that goes through Pacheco Pass and San Jose: it will truly be a transformational event on the city.

I do have a number of questions, concerns, issues, and suggestions that I would like addressed in the EIR/EIS. I apologize in advance if some of these are already addressed in some of the existing documentation

Let me first discuss matters related to the alignment, starting from Merced in the Central Valley and heading to San Jose's Diridon Station:

Diablo Range

The tracks from the Central Valley to the Bay Area will have to cross the Diablo Range. This is basically undisturbed land, remote and wild enough that there have been plans to release condors in the area. I am pleased to see that the plans for the HST are to utilize tunnels in a number of locations which should minimize impact to the local ecology and habitat.

In the stretches where the tracks are not in tunnels, will they be on elevated structures, or will there be frequent culverts or other undercrossings so as to not impede the movement of wildlife? Will the Right-of-Way (ROW) be fenced off adequately to prevent deer and elk from jumping over the fence and getting caught on the tracks? And will train passengers be able to see over the fencing and enjoy the scenery?

Monterey Highway

Coming into the Bay Area, the HST will follow the Union Pacific (UP) tracks that are adjacent to Monterey Highway through Morgan Hill, San Martin, and Gilroy. There are a number of minor side streets and farm roads that will need to be closed off or else connected to a frontage road.

The UP tracks enter into San Jose proper through a narrow pass at the foot of Tulare Hill, near Metcalf Road. This pass is the planned connection of the Bay Area Ridge Trail, which currently comes down off of the Santa Cruz Mountains at Santa

Teresa County Park, and is planned to skirt Tulare Hill, bridge across the Union Pacific Railroad and Monterey Highway, and then connect to the adjacent Coyote Creek Trail. Any plans for the HST in this region hopefully will be compatible with this nearly-completed roughly 400-mile-long regional trail system. (For more information, check out www.ridgetrail.org.)

The Tulare Hill region, being at the narrow point between the Santa Cruz Mountains and the Diablo Range, is also important to animal migration. According to reports quoted in www.greenfoothills.org/news/_PDFs/CGF_Summer07.pdf, the culverts that cross under Highway 101 are large enough for mountain lions, coyotes, bobcats, badgers, and other species to reach the other side, and video evidence shows they do use these culverts for passage. The HST will also need to accommodate this cross-valley animal movement.

In San Jose, presently there are several important roads that cross the existing Union Pacific tracks at-grade, and so I suppose the HST will need to provide new crossings for Chynoweth Ave., Branham Lane, and Skyway Dr.

Freeway 87

Going north, the HST follows the UP line around the base of Communications Hill and then parallels Freeway 87 from Curtner Ave. nearly to I-280. I have several concerns in this stretch:

- The soil is quite unstable in this region. CalTrans built Fwy. 87 just a decade or two ago, and almost immediately had to start an on-going effort to patch and smooth the dips in the road. Often it gets bad enough that CalTrans has to post “rough road” signs and lower the speed limit. Settling has been on the order of 6" or more in places, judging from cracks and gaps in nearby sidewalks and trails.
- There is an existing bike/ped walkway along Fwy. 87, located between the freeway and the UP tracks. (See www.sjparks.org/Trails/Fwy.87/Fwy.87Map.asp for details.) Both the trail and the UP tracks go under an overcrossing at Almaden Expressway: is there adequate width in that undercrossing for the HST as well? Alternatives: (1) provide a tunnel through the Expressway embankment for an alternate trail alignment (although San Jose generally does not favor tunnels for trails); (2) bring the trail up to the level of the Expressway and cross at a signalized intersection (slowing traffic on the Expressway); (3) make a trail bridge over the Expressway (which might not meet ADA grade requirements); or (4) sever the trail and provide alternative routes (e.g., fully funding the nearby Guadalupe River Trail).
- North of Almaden Expressway, the Fwy. 87 trail is nearly at freeway level at the top of an embankment, while the UP tracks are at grade at the foot of the same embankment. Will constructing the HST affect the embankment, possibly further affecting the stability of the fill dirt under the freeway? Will it affect the trail at the top of the embankment?
- The UP tracks cross over (old) Almaden Road and Alma Avenue on bridges that were built around the 1930's in the classic style of the times and which may be historic. Will these bridges be demolished and replaced as part of the HST project? Will the bridges be evaluated for historic significance?

- New development is taking place along Fwy. 87 near Alma Ave. as part of “the Tamien Project”. As part of the negotiations between City Councilmembers, Developers, and the Community, we were promised that the Developer would construct trail “on-ramps” from the Alma Ave. sidewalks up to the Fwy. 87 bikeway. Would the construction of the HST in this vicinity impact these promised trail connections?
- At the Tamien Station, the UP tracks come within 10' of the Fwy. 87 northbound on-ramp: it is so close that the Fwy. 87 bike path is routed beneath the curve of the freeway on-ramp. Is there room from the HST to be between the UP tracks and the freeway? If the HST is on the other (eastern) side of the UP tracks, then it will impact the newly constructed 11-story residential building at Alma, and also the City’s day-care facility at the Tamien Station.
- Will construction of the HST in this stretch require the use of pile-drivers or other heavy construction equipment? If they are needed, care needs to be exercised so as to not cause settling of the fill-dirt that is supporting the freeway. Also, houses in the nearby neighborhoods are old and possibly on substandard foundations.
- Just north of Willow St., the Fwy. 87 bike trail is someday due to connect to a trail that is to be built as part of the Guadalupe River flood-control project. The HST in this region has to be compatible with the Santa Clara Valley Water District (SCVWD) plans for the Guadalupe, and with the San Jose bike-path plans as well.

the Three Creeks Trail (aka WG Spur Trail)

In this section of Fwy. 87 between (old) Almaden and Alma, the UP tracks cross the abandoned “Willow Glen Spur” rail line ROW at-grade. The WG Spur ROW, according to the City’s strategic parks plan (“the Greenprint”), is destined to be acquired by the City of San Jose for a “rails-to-trails” conversion into “the Three Creeks Trail”. This trail will connect together the Los Gatos, Guadalupe, and Coyote Creek Trails, as well as tying into the Fwy. 87 bike path – see Chart 1. Designs of the HST in this vicinity will affect the design, and cost, of the needed trail crossing. Chart 2 shows a proposal for the trail crossing, which shows the trail using the existing undercrossing of Fwy. 87, and then heading north and ramp up the embankment to the freeway level and the adjacent Fwy. 87 bike-path, crossing the HST and UP lines, and then ramping back down to grade and again following the WG Spur ROW. The sooner the plans for the HST line in this region are finalized, the sooner the details of the Three Creeks Trail bridge can be worked out. This trail will provide connectivity between the community and the nearby Tamien Station CalTrain/VTA Light Rail stop, and also connections between neighborhoods, local employers, shops, and local and regional parks. For more information, go to www.sjparks.org/Trails/WillowGlenSpur/FocusGroup-WillowGlenSpurTrail.htm; also see www.1-ames.com/3Crks/index.html for the briefing package I’ve presented to city and regional elected officials.

The northern Willow Glen / Greater Gardner Community

The one mile stretch of the HST between Willow St. and Diridon Station will probably be one of the most challenging stretches in northern California, and probably it

will also have the most impact on residents. The posted plans call for the HST to follow the UP tracks as they curve to the left to cross over freeway 87, then go through the historic and well-established residential neighborhood and park along Fuller Ave., then curve to the right and cross Bird Ave. and W. Virginia St., straighten out and cross over I-280, then curve to the right again to cross Auzerai and San Carlos, and then finally straighten out to cross Park and approach the Diridon Station. My concerns:

- Will the tracks be banked? Will the trains squeal as they make the turns? Will the tracks be routinely maintained to minimize the noise impacts?
- What happens to Fuller Park? It is a narrow linear park about two blocks long which would be lost if the HST is on the western/southern side of the UP tracks. (If the HST is on the eastern/northern side, then an entire street's worth of homes would need to be acquired and demolished.)
- What will be the impacts on the adjacent residents? Will they now be facing sound walls? Will they have elevated trains looking down on their backyards?
- How will the HST cross Virginia Ave. at Drake St.? Currently the UP line crosses at grade. The HST line can not be depressed in this region due to the nearby below-grade I-280, so the choices are (1) cross at-grade, which would require severing Virginia Ave. (which in turn would isolate an 8-block community, leaving only a single, inadequate right-turn-in/right-turn-out access), or (2) elevated (with the added noise impacts and loss of privacy). This region is already severely impacted by I-280, CalTrain and freight trains on the UP line, and noise from being the landing pattern of the SJC airport: the area can not handle much more.
- Historic note: Willow Glen got its name because this region was once a willow-filled marshland between the Los Gatos and Guadalupe Rivers. The soil here is unstable and the houses are nearly a century old. Any heavy construction work is likely to damage their fragile and possibly substandard foundations. Will the HST take on the liability to repair or replace any incidental damage?
- Crossing I-280 will just require a new bridge: no problem.
- Judging by the posted plans, it looks like at Auzerai the HST will be ramping up to the Diridon Station, and so Auzerai will be grade-separated. If not, there would be significant impacts since Auzerai provides one of the main access routes to the planned and recently built high-density housing that is part of the Mid Town Specific Plan.
- On Auzerai, adjacent to the tracks, is the possibly historic Paradiso's café, which dates back to the old cannery days of the valley. Will it be impacted?
- High-voltage power lines follow along the Los Gatos Creek, and so an elevated HST structure would require the relocation of the support towers.
- The HST crosses the Los Gatos Creek at a very acute angle, and can have significant impact on the riparian habitat unless properly mitigated. The Los Gatos has been documented to carry salmon to their upstream spawning sites, as well as steel-head trout.
- The UP tracks cross the Los Gatos Creek, the San Carlos St. bridge crosses the UP tracks as they cross the Los Gatos, and the plans call for the HST to ramp up over the top of the San Carlos St. bridge as it crosses the UP tracks as they cross the Los Gatos Creek. Is this what is driving the height of the HST tracks, and

thus the height of the proposed Diridon Station upgrade? Note that the San Carlos St. bridge is old, and some plans have called for its replacement as part of a proposed Rapid-Bus-Transit line down San Carlos from downtown.

- High density, high-rise development is planned for the Mid Town area. Proposals for “the Ohlone project” on San Carlos at Sunol call for 10 – 15-story residential buildings a few blocks west of the HST. What are the impacts of the HST on a highly-elevated track to this planned development?

Alternative Alignment for the Tamien to Diridon Section

I attended the HST Open House on March 25th in San Jose. At that meeting, I joined a conversation with a project engineer (David Wemmer) and several community members, and we started talking about alternative alignments, including possibly following the freeways rather than the UP tracks. Refer to Chart 3, which shows an aerial photograph of the Willow Glen area: the red line is the currently proposed HST alignment along the UP/CalTrain ROW; the green line (the “Freeway Alignment”) is a possible alternative alignment that resulted from that discussion.

Having done a little follow-up study of the matter, I believe that this alternative has great promise.

- Follow Freeway 87 north of Willow, paralleling the Guadalupe River. (This will require appropriate measures to avoid impacting the riparian habitat, and coordination with the SCVWD on their upcoming flood-control / City trail project.)
- Ramp up over Virginia and curve to the left over Fwy. 87, following the curve of the I-280-to-87 ramp. The curve on the graphic has the same radius of curvature as the presently planned alignment along the UP line. However, as the curve is closer to the Diridon Station, the trains will likely be moving slower at that point.
- Maintain elevation and cross over I-280 (which is below-grade at this point), and start curving to the right.
- Cross over Bird Ave. at Auzerais. Note: the corner of Bird/Auzerais/I-280 was the site of a derelict building that has since been removed: the lot is empty.
- Continue north towards San Carlos, going over two gas stations and a convenience market/car-parts store: no impact to residential communities, and the businesses could continue to operate beneath the tracks.
- Cross over San Carlos at the foot of the bridge: there is no need to have the HST tracks elevated as high as presently planned.
- Cross the Los Gatos with a short bridge: minimal impact to the Los Gatos.
- Between the Los Gatos and Park Ave. is San Jose’s Fire Training Station. The San Jose Parks Department’s officially adopted Strategic Plan (“the Greenprint”) calls for this parcel to become a major city park along the Los Gatos Creek Trail; others have plans of tearing down the training facility for housing. If the HST crosses the parcel, the land is still suitable for the designated parkland, but would be less desirable for the housing.
- Cross Park Ave. (which is below-grade here at the UP tracks), and enter the Diridon Station, perhaps at a lower elevation, without the need of a mezzanine and an oversized station.

Advantages:

- minimal impact on residential communities: Virginia Ave. is not severed, and this avoids elevated trains in residential front- or backyards.
- less cost(?), as the tracks are lower, not having to cross over the top of the San Carlos St. bridge.
- no loss of parkland, as Fuller Park remains untouched.
- historic residential areas and the historic business are spared.
- smoother ride: a single left turn followed by a single right turn; rather than a rapid sequence of left, straight, right, straight, right turn.
- a faster ride: the trains don't have to slow down early since the curves are closer to the station where the trains are slowing down anyway.
- and it would give a grand view of downtown San Jose as it swoops over the I-280/87 interchange.

Disadvantages:

- larger impacts on the Guadalupe River and future trail
- impacts to a couple gas stations and shops
- traffic impacts on I-280 and Fwy. 87 during construction.

Other issues and concerns

In addition to the alignment, I have a couple other issues and concerns:

Electrical

I am pleased that the train system will be electrified; this will help improve air quality and reduce noise.

Overhead Wiring

I do have a number of questions about the overhead wiring:

- Doesn't the use of overhead wiring require larger overhead clearances, thereby increasing the cost of bridges and tunnels?
- Are there environmental impacts of having overhead wires? I recall from my term as a County Park Commissioner that they can sometimes be an issue as they can provide a convenient rest for a raptor awaiting a prey. (At the Alviso Marina County Park, overhead structures had to be minimized to avoid impacting the endangered salt harvest mouse.)
- Overhead lines just are not pretty. The tracks will go through residential areas, some of which are working to have existing utilities undergrounded. Some of the residential neighborhoods are already facing a number of other negative impacts (e.g., freeway noise and low-flying airplanes) and don't need another blight-factor.
- In addition, isn't overhead wiring more expensive? The wires require poles, bars, tensioners, and guy-wires in addition to the actual electrical wires, and I would imagine that they all will require frequent maintenance to keep them properly tensioned and aligned. The alternative is an electrified third-rail, which can be hazardous in many situations, but here the HST ROW is to be totally sealed.

(Also, the speed of the frequent on-coming trains will make the ROW dangerous whether or not there is an electrified rail!) By the way: will there be easy-escape doorways from the HST ROW, for emergency egress?

Ground Fault Interrupts

Whether the power is supplied by overhead wires or electrified third-rail, I hope that there will be GFI-protection, in case some child is playing with a balloon on a string that drifts across the lines.

Backup Power

Will the trains have batteries or a backup generator of some sort? I would hate to have all high-speed rail connections between LA and the Bay Area halted for hours just because someone drove into a power pole somewhere.

Solar?

Many of the trains will run during normal business hours, which generally is during daylight. Has the Authority looked into using solar photovoltaics to power, or at least supplement, the needs of the HST?

Noise

How loud will these trains be? While I am a physicist and can give a working definition of decibels, I would prefer to have the noise levels compared to familiar sounds: will the HST be louder or quieter than the freight trains that currently rumble down those tracks? Are they louder or quieter than the nearby freeways that also impact neighborhoods in Willow Glen? How do they compare to the airplanes flying overhead? And what about the pitch: are they a low rumble, a screechy high-pitched scratch like the VTA Light Rail making the turns downtown, or the squeal like BART in the East Bay?

- track maintenance: will the tracks be maintained regularly (e.g., track grinding) to minimize the noise?
- will there be sound walls in residential communities?
- is it possible to do “tuned dampening”, e.g., with resonant cavities, tuned to absorb the squeal of the HST wheels?

HST Traffic Projections

The Draft EIR shows the anticipated number of trips through the various stations, but they don't indicate which way they're going: are the southbound trains going south to LA or east/north to Merced and Sacramento? How many of the trains fly right through the station without stopping? (And how fast do they fly through the station?)

Oakland Connection

Why does the state route map, as presented in the .PDF file on the website, show a pink line connecting San Jose to Oakland? (Also, the “Appendix 2-E: Cross Sections” .PDF files shows all the technical drawings for the Oakland/San Jose route.) It is indicated that it is not part of the initial phase, but why is it needed at all? We here in San Jose are taxing ourselves for the next twenty to thirty years to pay to extend BART to San

Jose, which is supposed to provide the same connection: if the HST also provides that connection, then we will be losing money on the BART connection and will never get out of debt!

Technical correction

In the "Appendix 2-E: Cross Sections" .PDF file, Fig. PP-2, p.2E49, the graphic shows 16' clearance between the roadway and the level of the tracks: I assume that should show instead the roadway clearance (i.e., to the bottom of the overpass structure).

In conclusion...

I look forward to having the High Speed Train connect San Jose to the rest of California. I am generally pleased with the overall route and the technical designs. I hope that impacts to habitat and recreational/bike-transportation trails can be mitigated.

I hope impacts to the residential communities can be avoided as much as possible. Accordingly, I hope you will evaluate the I-280/Fwy. 87 "Freeway Alignment" as an alternate to the "UP ROW" alignment in the Willow Glen region near the Diridon Station.

I look forward to continued involvement as the plans progress! Please keep me informed!

Thank you,

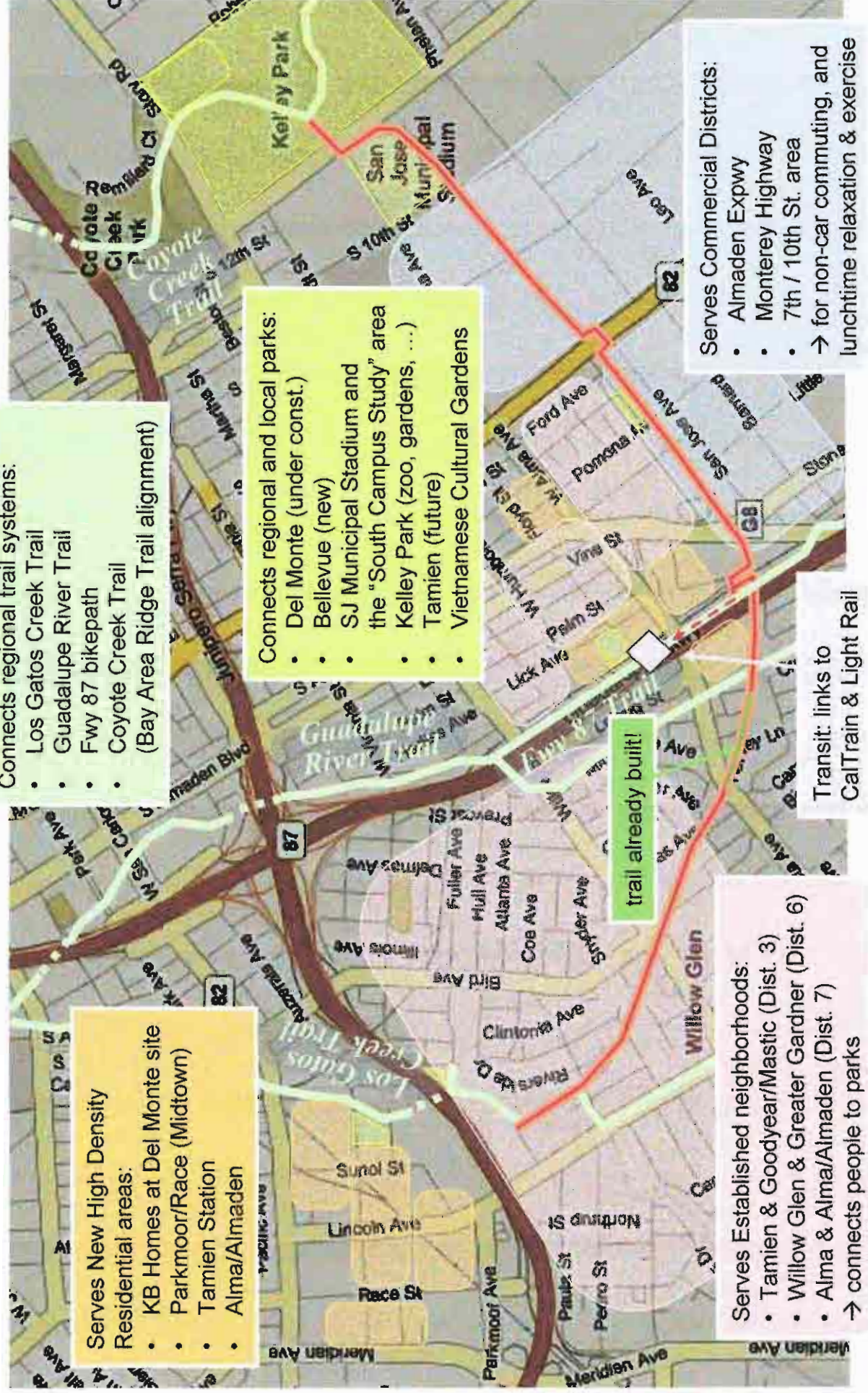


Dr. Lawrence Lowell Ames

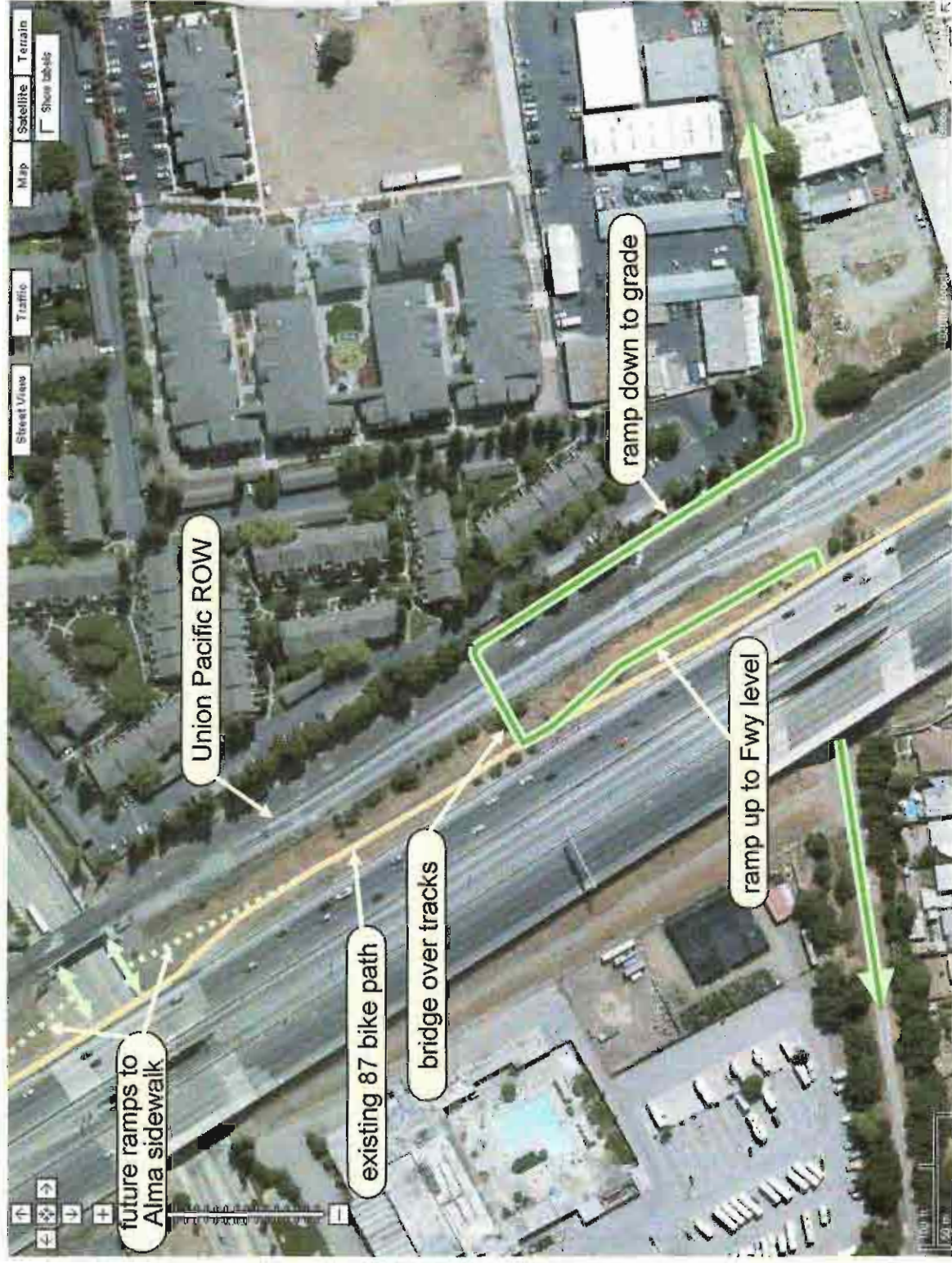
email: LAmes@aol.com

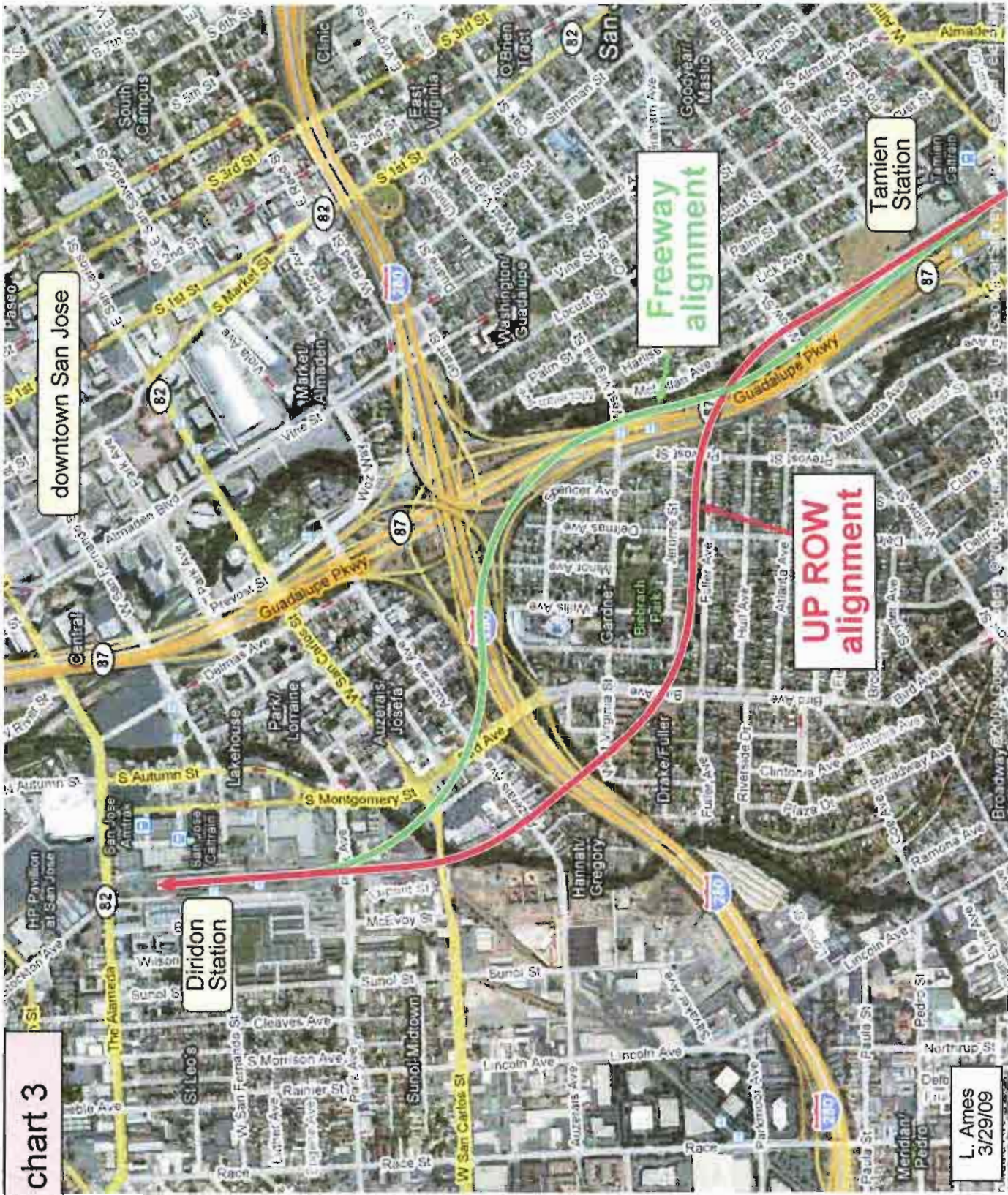
cc: Pierluigi Oliverio, Councilmember, San Jose District 6
Madison Nguyen, Councilmember, San Jose District 7
Carol Hamilton, San Jose Planning Dept.
Hans F. Larsen, Deputy Director, San Jose Department of Transportation
David Wemmer, HST Sr. Project Manager, Parsons
David Chesterman, Guad. Watershed, Santa Clara Valley Water Dist. (SCVWD)
Lisa Killough, Dir., Santa Clara County Dept. of Parks & Recreation
Albert Balagso, Dir., San Jose Dept. of Parks, Rec., and Neighborhood Services
Janet McBride, Executive Director, Bay Area Ridge Trail Council
Yves Zsutty, San Jose Trails and Pathways Coordinator
John Brazil, San Jose Bicycle and Pedestrian Coordinator
Boardmembers, Willow Glen Neighborhood Assoc. (WGNA)
Helen Chapman, Shasta/Hanchett Park Neighborhood Assoc. (SHPNA)
Roger Castillo, Salmon and Steelhead Restoration Group
Tai McMahon, Save Our Trails
Harvey Darnell, Greater Gardner Neighborhood Advisory Cmte.
Michael LaRocca, DelMonte Neighborhood Advisory Cmte.
Michael VanEvery, Green Republic, Ohlone Project Mngr.

Opportunities: the 3-Creeks Trail



Concept for Bridge of UP ROW





downtown San Jose

Freeway
alignment

UP ROW
alignment

Tamien
Station

Diridon
Station

chart 3

L. Ames
3/29/09

April 1, 2009

Mr. Dan Leavitt
Deputy Director
California High-Speed Rail Authority
San Jose to Merced
925 L. Street, Suite 1425
Sacramento, California 95814



Dear Mr. Leavitt,

I am a strong proponent of the High Speed Rail. It will facilitate travel within the state and help alleviate congestion on our roads and in our airports.

I understand that there are different routes being considered. I do not believe it is safe to have a high-speed train passing through densely populated areas. It should be near and/or have good access, but it should not travel through the middle of cities or towns.

I also noticed that the train lines converge in Chowchilla but do not stop there. This results in additional track line being needed as well as additional trains. A station in Chowchilla would enable you to have one train going back and forth between San Francisco and Chowchilla. Passengers could transfer to a train travelling between Los Angeles and Sacramento. As it is, you need two trains leaving every starting station and then diverging in Chowchilla in two different directions. The additional track line, necessary easements and number of trains would add substantial cost.

As the Central Valley becomes more populated there will be an increased need and utility of the high-speed train. There should be a number of stops at appropriate cities along the routes to encourage and facilitate use of the train. A station at the only location where the lines converge is obviously a logical stopping point. If warranted, a non-stop or abbreviated-stop train could be offered during various times of the day.

Thank you for your consideration of my concerns.

Sincerely,

Adam Greco

April 1, 2009

Mr. Dan Leavitt
Deputy Director
California High-Speed Rail Authority
San Jose to Merced
925 L. Street, Suite 1425
Sacramento, California 95814



Dear Mr. Leavitt,

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Thank you for your consideration of my concerns.

Sincerely,



JESSICA M. GRECO

April 2, 2009

Mr. Dan Leavitt
Deputy Director
California High-Speed Rail Authority
San Jose to Merced
925 L. Street
Suite 1425
Sacramento, California 95814



Dear Mr. Leavitt,

With regards to the new California High Speed Rail System I observed that the train lines come together in the Central Valley in the area of Chowchilla but do not stop there. It seems a central location such as this should have a stop as it would be a focal point for travel up and down the state as the Central Valley grows. Consequently, I am hoping you will consider Chowchilla for a station to facilitate ease of travel between northern and southern California.

This location would also be a boon to the Central Valley and create an impetus to easing the State's housing issues by making it more convenient for people to live in and access the area. Obviously the any train will require many stops along the route as well as a station in the focal point where the lines converge.

Sincerely,

Joanna Gourley

April 3, 2009

Mr. Dan Leavitt
Deputy Director
California High-Speed Rail Authority
San Jose to Merced
925 L. Street, Suite 1425
Sacramento, CA 95814



Dear Mr. Leavitt,

I attended the open house in Merced. I am an advocate of the High Speed Rail and believe it will facilitate travel within the state and help decrease congestion on our roads.

I understand that there are different routes being considered and so I would like to reflect on these options

I think it is unsafe to have a high-speed train passing through overpopulated areas. The train should be centrally located but at the same time it should not go directly through town.

I noticed that your train lines meet at a Station in Chowchilla before going on to San Francisco; resulting in the need of addition trains and track line. As it appears, you need two trains leaving every starting station and then departing in Chowchilla in two different directions. The additional track line, necessary easements, and number of trains would be costly.

As the Central Valley becomes more populated there will be an increased need and utility of a high-speed train. There should be a number of stops at appropriate cities along the routes to encourage and facilitate use of the train. A station at the only location where the lines converge is obviously a logical stopping point. If warranted, a non-stop or abbreviated-stop train could be offered during various times of the day.

Thank you for your time.

Regards,

Bill King

Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814



Dear Director Leavitt:

Mr. Dave Mansen and his assistant made a presentation of the High-Speed Train (HST) San Jose to Merced Program segment to our neighborhood group on Tuesday, March 24th, 2009. The discussion was somewhat informative, but lacking in the details of most concern to our community. There was no noise data from comparable urban areas in Europe and Japan where similar trains have run for 40 years. That was a red flag for the group. One of the presenter's statement (and multiple restatements) that Federal Railroad Guidelines will be used to determine noise levels raised more red flags: 1) the presenter was not listening to the group's lack of credibility in the methodology, and 2) Federal and California noise guidelines measure what the technocrat wants – not the cumulative ambient noise that residents experience. We view EIR/EIS data derived from these government and industry noise measurement guidelines as a force-fit to some pre-destined value. Simply stated: the presentation deteriorated into incredulity. The group was not satisfied and was not in agreement with the HST presenters. The North Willow Glen/Gardner Neighborhood is primarily a low income, Hispanic community with young families, singles, and seniors. The HST Program Team did not adequately solicit input from the community regarding how the HST proposal would impact their quality of life. An EIR/EIS is being created in a vacuum without realistic public input. There are other issues and concerns associated with the HST Program. They are summarized below for inclusion and consideration in the San Jose to Merced Section High-Speed Train Project Level EIR/EIS.

1) Noise & Pollution and Vibrations: The HST Program is yet another source of noise in a fragile community impacted by train, airport and highway noise. The mathematical noise models tell the transportation program managers and politicians exactly what the project-of-the-hour demands: *implementation will not raise the noise significantly above the ambient noise level.* When the ambient noise measurement methodology is rigged in favor of the measurement taker, it's hard to get a show-stopping result! The guidelines for ambient noise measurement ARE WRONG! If you start down that path of invoking some Federal Railroad model for noise measurement, the process won't be trusted or believed. We have heard it all before. We are a richly diverse community of small bungalows. We are human beings with a right to live in tranquility. This program is a *tipping point* for our community. If you choose to move forward with the Joint Power Board right of way path, we will need the aggressive noise mitigation engineering along the North Willow Glen/Gardner corridor. Think of us as Atherton, CA, and design accordingly. What you do to mitigate both noise and construction pollution in Atherton should be the MINIMUM you do for the North Willow Glen/Gardner corridor.

- Steel wheels on steel tracks are noisy. The air displacement of a high-speed train is noisy. Multiply the noise of one HST by the projected 18 per hour and we have cumulative NOISE!!!!
- Further, we need to be at the table to set limits on the construction hours and use of heavy equipment (pile drivers and earth-moving equipment.)
- HST operation hours are unacceptable. Six hours of quiet time is too short (Midnight to 6AM.)
- The projected frequency of trains per hour is too high.

April 3, 2009

CERTIFIED MAIL 7004 1350 0004 9956 4216

- The neighborhood is built on a flood plain. The soil is susceptible to slippage. Chronic vibrations from the existing trains shake foundations. Intense, point vibrations from months of pile driving will crack already weakened foundations.

2) **EMF/EMI:** Electricity will power the HST. There are health concerns due to chronic, human exposure to EMF/EMI of increased incidence of cancers, especially childhood leukemias. The North Willow Glen/Gardner corridor has a high population density including many families with young children. In addition to health concerns, we are concerned about interference with television, radio, and telephone reception.

3) **Safety:** The HST will operate in close proximity to the CalTrain and Southern Pacific tracks. We have concerns about train accidents and such impact on adjacent trains, properties and residents. Further, in addition to the Hayward and Calaveras faults that are close to this corridor, there is an earthquake fault that runs directly under the Joint Powers Board right of way. What are the design features to minimize the impact of a likely, major earthquake to the HST /CalTrain corridor?

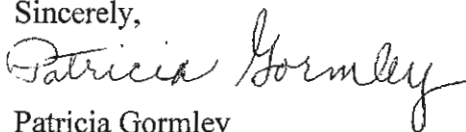
4) **Loss of Quality of Life (Community):** North Willow Glen/Gardner is subjected to noise and pollution from three major transportation sources: the airport, the trains, and the highways. In Germany, noise is tightly controlled due to the negative physiological effects on human populations. The HST could be yet one more intrusion on the little tranquility left to residents (another *tipping point* opportunity – blight, crime, flight, etc) or it could be a model for the state and country. This neighborhood has invested \$10M over the past nine years to transform it from a blighted, crime-ridden area to a family-friendly, multi-generational, environmentally attuned place to live.

5) **Home Value Impact:** Most homes in North Willow Glen are single-family bungalows where residents know and visit their neighbors. They also heavily utilized the parks, especially Fuller Park which will be destroyed if the HST Program proceeds as planned. If residents move in anticipation of a hostile HST implementation, property values will plummet. It's *Robert Moses* all over again. Have we learned nothing???

6) **Downstream Project Add-ons:** There are trust and credibility issues. Concessions and agreements may be made to obtain initial approval of this project. Once a segment is approved and/or underway in construction/operation, I am concerned that changes may take place without public notice or input. Deleterious feature creep has happened before.

I have grave concerns about the design and implementation of the High-Speed Train from San Jose to Merced project. There are familiar signs of *government-agency-business-as-usual* behavior with this program. There seems to be tremendous pressure on *design-to-the-cheapest* solution regardless of its impact on our low-income, Hispanic (and historic) community. There are other solutions such as the I-280 /Hwy 87 corridor. It would be a breath of fresh air for all those smart transportation engineers and program managers to creatively address the public's concerns and build a HST system that is both functional and in harmony with its environment.

Sincerely,



Patricia Gormley

April 3, 2009

CERTIFIED MAIL 7004 1350 0004 9956 4216



April 4, 2009

Mr. Dan Leavitt
Deputy Director
California High-Speed Rail Authority
San Jose to Merced
925 L. Street
Suite 1425
Sacramento, California 95814

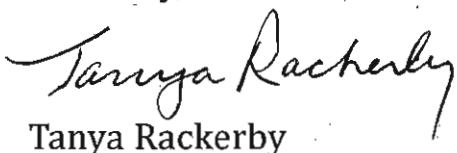
Dear Mr. Leavitt,

I am an interested citizen and supporter of the State's High Speed Rail Program.

I believe that high-speed rail travel through densely populated areas creates innate issues. I am aware of the future growth potential of the Central Valley and saw that your train lines converge in Chowchilla but do not stop there. I feel a station in Chowchilla would greatly increase the efficiency of the program by acting as a hub much the way federal express used the hub design to revolutionize the world's delivery systems. You would save in track, extra trains, and ease of travel with lines between Chowchilla, SF, Sacramento, LA and Southern California.

Development of the Central Valley will in the future ease the strain on Southern and Northern California overcrowding. A high-speed hub station will accelerate such growth.

Sincerely,


Tanya Rackerby

897 Delmas Av
San Jose Ca 95125
April 6, 2009



Mr. Dan Leavitt, Deputy Director
California High Speed Rail Authority
Attn: San Jose to Merced HST
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt,

The San Jose Strong Neighborhoods Initiative Greater Gardner Coalition Neighborhood Action Coalition (GGC NAC) is appreciative of the opportunity to support the implementation of High Speed Rail, an important component of California's future transportation infrastructure. The GGC NAC was first formed by the San Jose Redevelopment Agency (SJRA) in 2000 to act as the Citizen's Advisory Board to the SJRA on redevelopment in the blighted, culturally diverse Greater Gardner Neighborhood. In the last 8 years, through the actions of the SJRA, San Jose City Council and the San Jose Unified School District, this area has seen the expenditure of over \$13 million on infrastructure improvements which the GGC NAC requested and partnered in implementing. As our infrastructure projects came to fruition we noted a corresponding expenditure of private money to repair and rebuild the private residences in the Neighborhood. We are proud of our accomplishments and of the strong community driven organization which the GGC NAC has become.

We respectfully submit the attached community scoping questions for your consideration and response. We firmly believe that we have raised important issues which will improve the project and help the CHSRA meet the legislated goal of providing clean, efficient transportation for California's future.

We would like to suggest that you seriously evaluate and consider alternative routes which are less disruptive to our neighborhood. We have submitted questions which facilitate the evaluation of the many alternatives you will consider for the route south, between Diridon station and Tamien station, San Jose. We believe that alternatives, that either bypass Greater Gardner Neighborhoods or travel underground will not only preserve the quality of life in Greater Gardner Neighborhood, but will also contribute significantly towards reaching the HSR goal of train travel from San Francisco to Los Angeles in 2 hours, 40 minutes.

In the CHSRA public meetings which have occurred to this point there has been neither Spanish outreach nor Spanish translation services provided. A group of concerned primarily Spanish speaking residents were upset by this and collected petition signatures in the last week objecting to the lack of Spanish Outreach, Spanish Material and Spanish Translation in the process so far and asking for such services in the future. They presented petitions to me, as Chair of the GGC NAC, signed by over 200 residents and users of the GGC park facilities. They asked that I forward these on to you for your consideration on how best to remedy this oversight. They are included with the hard copy mailed to you, located behind the GGC NAC scoping questions.

We look forward to working with you as partners in building the first High Speed Rail project in the United States. If we may be of further service in your efforts, please feel free to contact me at 408-295-1930 or harveydarnell@yahoo.com.

I submit these questions on behalf of the GGC NAC.

Sincerely,

A handwritten signature in black ink that reads "Harvey S Darnell". The signature is written in a cursive, slightly stylized font.

Harvey S. Darnell
Chairman, Greater Gardner Coalition Neighborhood Action Coalition

City of San Jose
Strong Neighborhoods Initiative
Greater Gardner Coalition
Neighborhood Action Coalition

California High Speed Rail
San Jose to Merced Scoping Questions

Submitted
April 6, 2009

3.4 Noise and Vibration

San Jose Greater Gardner Existing Noise environment

The current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #7, **“Mitigate Neighborhood Noise Levels”**, specifies specific actions to reduce noise levels in Greater Gardner neighborhood (Caltrain rail quiet zone, freeway sound walls etc.). These improvements are undertaken under the umbrella of the City of San Jose General Plan Noise designations:

The City of San Jose's General Plan Noise Element contains four noise level objectives that are to be considered in land use planning. These objectives are (1) a long-range, exterior day-night average (Ldn) noise objective of Ldn 55 dBA; (2) a short-range, exterior noise objective of Ldn 60 dBA; (3) an interior noise objective of Ldn 45 dBA; and, (4) a maximum exterior noise level of Ldn 76 dBA that should not be exceeded in order to avoid significant adverse health effects. The last noise criterion addressing adverse health effects is based upon and would apply only to long-term operational noise impacts, and does not apply to temporary noise such as construction activities.

When a proposed project is subject to CEQA (High speed rail), the noise impact on existing residential land uses are typically evaluated in terms of the increase in existing noise levels, regardless of existing background noise levels; and a significant impact is found if the increase in the 24-hour noise level (Ldn) increases by 5.0 dB or more in an existing residential area..

3.4.1 (pg 3-4.3) Regulatory Requirements and Methods of Evaluation

Impact Metric = (Residential Population in the Impact Area/Mile) + 0.3 × (Mixed Use Population in the Impact Area /Mile) + (100 × Number of Hospitals in the Impact Area)/Mile + (250 × Number of Schools in the Impact Area)/ Mile

1. How was the criteria developed for this metric and scoring, specifically related to Greater Gardner neighborhood, San Jose?
 - a. Given that the current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #7, **“Mitigate Neighborhood Noise Levels”**, specifies that freeway noise is also an issue in the Gardner Neighborhood, would this metric fully account for the total noise impacts experienced by residents as a result of HST?
 - b. How does this metric compare to the City of San Jose General Plan noise criteria? Does this impact metric circumvent the City of San Jose requirements/guidelines?
 - c. Will this metric be used in the project level EIR for HSR?
2. Has this metric been validated/recently used in other projects and if so, which ones?

3. Schools in impact metric: For the schools considered to be in the impacted area, does this include ALL schools within one mile, including schools on the other side of a major transportation corridor? Gardner has one school within the boundaries of 280, 87 and Caltrain ROW (Gardner Academy), but there are many public, private and charter schools within one mile of the Greater Gardner Caltrain ROW – Gardner Academy, Rocketship Elem, Notre Dame, Sacred Heart, Washington Elementary, etc
 - a. If only Gardner Academy is relevant to this metric, then does that imply that other transportation corridors **isolate** the other schools from Gardner, and hence, they are not counted?
 - b. Related to (a), please elaborate on the number of schools utilized in the impact metric, vs the claims that Greater Gardner residential property impact is LOW, from 3.7 Land Use and Planning table 3.7.2.
 - i. If CHSRA concludes that transportation corridors isolate schools from noise impact metrics, this would imply that additional transportation corridors as discussed in 3.7 Land Use and Planning table 3.7.2 would result in **high** impact from a land use/community perspective- and yet this is not the case for Greater Gardner where impact was slated as LOW- please quantify these results.
4. Will you be using a day time measure and a 24 hour measure for noise? If so how will you resolve conflicts in evaluation of the level of impact between the two measures? If not, why not?

(pg 3-4.3) Application of Screening Method to Conventional Rail and High-Speed Train Modes

For speeds less than 125 mph (201 kph) and for areas near stations, the FTA screening method was used in concert with the FRA method.

1. Why are FTA screening methods used in conjunction with FRA for speeds under 125mph? How is this appropriate? Are there any noise designations for lower speeds that might be required for S-curve tracks as through Greater Gardner?
2. Is the FTA screening method is required by law? If so why did you use a second method? Was there legal justification here to use a different screening method?
3. Please evaluate the noise using both methods?

(pg 3-4.3) Urban and noisy suburban areas are grouped together. These areas are assumed to have ambient noise levels greater than 60 dBA Ldn. Similarly, quiet suburban, rural, and natural open-space areas are grouped as areas where ambient noise levels are less than 55 dBA Ldn.

(pg 3-4.11) In the urban areas and suburban areas of the East Bay, San Francisco Peninsula, and San Jose, the ambient noise is estimated to range from Ldn 57 to 66 dBA.

1. The City of San Jose General Plan features a long-range, exterior day-night average (Ldn) noise objective of Ldn 55 dBA- whereas CHSRA considers San Jose to have an ambient noise level greater than 60 dBA Ldn (assuming San Jose is considered an Urban or Noisy Suburban region). What accounts for the differences here?
2. Please use the City of San Jose's significance criteria to define whether HSR noise impacts are significant with respect to adjacent residential, commercial, park, school, or other uses.
3. Given that The current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #7 is "Mitigate Neighborhood Noise Levels", is attempting to adhere to the San Jose General plan noise guidelines. At 55 dba, these are quieter than HSR ambient noise level assumptions. Is CHSRA assumptions in conflict with Greater Gardner noise targets? If so, what is the mitigation plan for the Greater Gardner neighborhood with respect to the neighborhood noise levels and any increase due to HSR? How will GGC Neighborhood be compensated for any increase?

(pg 3.4-4) To develop a relative comparison of the HST Alignment Alternatives, the results of the screening analysis were adjusted to account for noise reductions from the elimination of at-grade crossings on existing rail lines, where the HST Alignment Alternatives would share the rail corridor.

1. The Greater Gardner neighborhood already has grade separations for Caltrain. Did the screening analysis exclude any noise reductions for Greater Gardner for places where they already exist?
2. Grade separations in the Greater Gardner area are 1936-style historically designed structures (in some cases ARE historic structures) that retain the original SP medallions. Will these structures remain for HSR? Are the grade separations required for noise mitigation somehow different than Gardners historic grade separations? Will the new structures resemble the old to maintain the integrity of the community? How will these structures be protected during the construction process?
3. What are the noise contours for high speed rail and baseline exclusive of at grade warning horn noise? How do they compare? How will you mitigate any increase in noise from baseline?

(pg 3.4-5) Noise barrier mitigation is shown to be especially effective for receivers close to the tracks. Although noise barrier walls would not be the only potential mitigation strategy considered, they were used to represent mitigation potential in the

statewide program EIR/EIS (California High-Speed Rail Authority and Federal Railroad Administration 2005) and in this Program EIR/EIS.

1. Barrier walls are used as the only potential sound mitigation in EIR. What other mitigations are under consideration? Were they used previously in similar situations with High Speed Rail? What their results of their previous use?
2. What will be the noise metric used to determine which noise barrier to use? Will it be the same metric used to gauge sound wall success?
3. The current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #7b and #7c, "Mitigate Neighborhood Noise Levels", install and/or improve sound walls along 280 east from Gregory Plaza (at Caltrain tracks) to highway 87, will install sound walls in almost the exact same locations as the HSR sound walls, only at different angles as the two transportation corridors (280+Caltrain) come together.
 - a. Are there any safety issues i.e. earthquakes with numerous sound walls installed in the same locations at differing angles?
 - b. Does either HSR or 280 sound wall preclude the other sound wall from being built and if so, what is the mitigation plan?
 - c. Will the construction of HSR cause DOT to stop assessing or working on the proposed 280 soundwalls and what is the mitigation plan? Is there an appeals process?
4. What is the proposed height of these sound walls for each alternative configuration including bypassing the neighborhood?
5. Will you be providing shadow maps of the area affected by these sound walls, or any increase track height through the neighborhood?
6. What mitigations will be proposed for those impacted by the shadows?
7. What will be the appeal process for those impacted by the sound walls (which is a different group than those impacted by the train).
8. Which alternative noise barriers can be used for each section of Gardner- list all, for the following,
 - a. Guadalupe/87 fwy crossover into Gardner
 - b. Fuller Street east of Bird
 - c. Prevost and Delmas Grade Separations
 - d. Bird Grade Separation
 - e. West of Bird, between Bird and Harrison
 - f. West Virginia and Harrison
 - g. 280 crossover out of Gardner

(pg 3.4-5) Based on these results, the potential noise impact ratings from screening were adjusted to account for segments where at-grade crossings would be eliminated for existing passenger and freight trains as part of the implementation of HST service along that alignment. A reduction in one impact rating level (high to medium or

medium to low) was made only for alignments where HST speeds would be less than 150 mph (241 kph)

****** Table 3.4-4 Noise and Impact summary: Diridon station noise impact MEDIUM accounting for grade crossing elimination***

1. The current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan' #7, "Mitigate Neighborhood Noise Levels", specifies creating a Railway Quiet Zone at Gardner. Given this, is it appropriate to automatically lower high impact to low impact based on horns?
2. What is the precedent for lowering one impact rating based solely on horns?
3. Trains often honk on their way to Tamien which will likely continue, does this remove medium impact status and put all Gardner mitigations back to high impact?
4. Will UPRR and Caltrain be fully fenced within CHSRA's security perimeter? If not will they continue to honk at transients on their tracks? How will this affect your use of lowering the impact rating one level for no warning horns?

(pg 3.4-7) Low levels of HST noise can result in interference but not necessarily result in annoyance. The number and frequency of HST operations must exceed a certain level or threshold before it is perceived as annoying. Interference is a short-term occurrence. Annoyance, because of the emotional component is more long lasting. Annoyance is the more appropriate criteria in evaluating the receiver experience in pristine open spaces using the metric Time Audible (TA) –

1. As far as annoyance why did you choose not to use the same criterion in Gardner Neighborhood, particularly since the combination of elevated structures and homes immediately adjacent to the tracks mean high levels of HST noise?
2. Given that table 3.4-3 lists a % time audible of 50 with a 19-21% time annoyed, and since HST trains will be entering Gardner at the rate of 15 per hour, assuming a few minute impact for each train, wouldn't that equate to a 50% time audible for Gardner and the same annoyance factors, even though Gardner is a residential area?

Noise and Vibration- regarding the following related statements,

(pg 3.4-5) Where speeds are expected to be low, the vibration potential impacts are confined to within 100 ft (30 m) of the track.

(pg 3.4-10) For trains on elevated structure, HST noise is increased, partially due to the loss of sound absorption by the ground and partially due to extra sound radiation from the bridge structure. Moreover, the sound from trains on elevated structures spreads about twice as far as it does from at-grade operations of the same train because of clearer paths for sound transmission.

(pg 3.4-11) The effects of ground-borne vibration in a building located close to a rail line could at worst include perceptible movement of the floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. None of these

effects are great enough to cause damage but could result in annoyance if repeated many times daily.

1. The 100 ft vibration potential impacts (with no impacts beyond 100 ft) appears unlikely to many Gardner residents. Are there any railroad studies or other HST implementations where vibration effects can be proven to be limited to only 100ft radius of the train? What is the impact of varying soil types on felt vibrations? In Gardners swamp fill soil what will the expected vibration radius be?
2. Does the fact that the current Caltrain is at grade vs. a possible HST elevated structure mean that despite the general statements about HST as quieter than Diesel, that this would not be true in Gardner? And do track elevations change the resulting answer regarding 100 ft vibration impacts (#1 above)?
3. Please apply question #2, above to any other possible planned routes through the Greater Gardner neighborhood for High Speed Rail, in addition to the existing Caltrain corridor.
4. What are the impacts of this level of sound and vibration on the historic properties in Greater Gardner, most of which were built between 1880-1930? Please be specific, for all proposed routes through Greater Gardner:
 1. Potential foundation damage for properties <100 ft away from train, <200 ft away from train, 300 ft away from train, 400 ft away from train, <500 ft away from train.
 2. Potential damage to windows, windows rattling etc for properties <100 ft away from train, <200 ft away from train, 300 ft away from train, 400 ft away from train, <500 ft away from train.
 3. Potential damage to stucco for properties <100 ft away from train, <200 ft away from train, 300 ft away from train, 400 ft away from train, <500 ft away from train.
5. In the event of structural damage to close by historic homes, what mitigations will be offered to residents? Will foundations, windows and/or stucco walls be covered?
6. Given that Greater Gardner planning area is initiating a process to identify and preserve historic properties within Greater Gardner, what is the mitigation plan for these properties if they are located close to the Caltrain ROW or any of the proposed HSR routes through Greater Gardner neighborhood?

(pg 3-4.11) Along the proposed alignment alternative on the San Francisco Peninsula, the Caltrain passenger service is a major contributor to the ambient noise levels, especially at grade crossings, where horn noise dominates the noise environment within 0.25 mi (0.40 km) of the intersections.

1. Identify the noise from horns as well as operations from all trains and any alignments and routes proposed through Greater Gardner, based on the increased frequency of train operations planned for HST. We understand that HST is

planning 18 trains per hour, vs. much less frequent Caltrain schedules. Please assume Greater Gardner will be designated as a railway quiet zone as specified in the City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #7a, "Mitigate Neighborhood Noise Levels", establish Greater Gardner as a railway quiet zone.

(pg 3.4-19) Along the Pacheco alignment alternative from Diridon to Gilroy, there are 42.4 miles where noise impacts are rated medium to high and vibration impacts are rated medium.

1. Evaluate the impact on adjacent properties caused by permanent noise and vibration increases from the rail operations, as well as noise and vibration associated with each construction method, for each route proposed through Greater Gardner.
 - a. Immediately facing tracks: 350-600 block Fuller
 - b. Immediately facing tracks: Fuller Ave park
 - c. Backyard facing tracks 300-500 block Jerome (even numbers)
 - d. One parcel away from tracks, 300-600 block Hull odd and Jerome 300-600 odd
 - e. Biebrach Park
 - f. 3 blks from tracks: W Virginia (east of Bird) and Atlanta Ave.
 - g. Harrison St- 600 blk immediately adjacent to tracks
 - h. Harrison St- 700 blk 2 blocks from tracks
 - i. W. Virginia and Drake Street
 - j. Gregory Plaza tot lot and Fuller Los Gatos Creek Bridge
2. Evaluate how noise levels would vary with the different vertical track alignments (i.e. tunnel, trench, track at grade, elevated track), including all three operators (HST, Caltrain and Union Pacific) and then outline methods to reduce those impacts to "less than significant" levels. The impacts of such methods, particularly noise walls, should also be evaluated for their visual impacts.

(pg 3-4.19) Along the Pacheco alignment alternative from Diridon to Gilroy, there are 42.4 miles where noise impacts are rated medium to high and vibration impacts are rated medium. Four schools are located along this alignment, and there are 131 ac of parkland and varying residential populations.

1. Please elaborate on the 4 schools you feel are located on the Diridon to Gilroy alignment. Does this include Gardner Academy, 502 Illinois Ave, San Jose, in the Gardner neighborhood?
2. What about these schools in the immediate area of Greater Gardner (but not specifically in Gardner)- Rocketship Elementary and Sacred Heart? These 3

schools, Gardner, Rocketship and Sacred Heart are all within 2 blocks of the Caltrain tracks within one mile of Tamien Station and Greater Gardner neighborhood. Where there decisions made regarding choice of route based on this information about number of schools on the route? How will this change decisions regarding HSR and Greater Gardner neighborhood so far?

3. How will noise and vibration impacts affect park user experience at each of the GGC neighborhood parks, including Fuller Park, Biebrach Park, Hummingbird Park, Gardner Academy Soccer Field, and Gregory Plaza Tot Lot.

(pg 3.4-20) Short Term Construction Noise and Vibration

City of San Jose significance criteria for construction noise:

For construction noise sources, it is appropriate to equate the average or equivalent noise level (Leq) to Ldn when the disturbing noise does not occur during evening and nighttime hours from 7 P.M. to 7 A.M. An exterior noise criterion of Ldn 60 dBA is approximately equal to an Leq of 62 dBA for construction noise in the above conditions. Hence, any construction noise levels at sensitive receptor locations that exceed an Leq of 62 dBA would be considered a significant noise impact.

1. Table 3.4-5 lists various construction noise levels at 100ft, all of which are significant given the City of San Jose significance criteria, above. Please Evaluate the impact on adjacent properties caused by vibration associated with each construction method, since few properties will exist exactly 100 ft away from construction.
 - a. Immediately facing tracks: 350-600 block Fuller
 - b. Immediately facing tracks: Fuller Ave park
 - c. Backyard facing tracks 300-500 block Jerome (even numbers)
 - d. One parcel away from tracks, 300-600 block Hull odd and Jerome 300-600 odd
 - e. Biebrach Park
 - f. 3 blks from tracks: W Virginia (east of Bird) and Atlanta Ave.
 - g. Harrison St- 600 blk immediately adjacent to tracks
 - h. Harrison St- 700 blk 2 blocks from tracks
 - i. W. Virginia and Drake Street
 - j. Gregory Plaza tot lot and Fuller Los Gatos Creek Bridge
2. Analyze construction and engineering techniques that would reduce construction noise and excavation impacts on adjacent properties, and to preserve existing vegetation and/or provide extensive new mitigation screening, including but not limited to:
 - a. Specifying the quietest equipment available
 - b. Turn off equipment during periods of non use
 - c. Stop at Diridon and have a bus bridge for construction period

GGC NAC HST SF to Merced Noise and Vibration Scoping Questions

3. Construction Mitigation: Estimate the costs of construction and mitigation measures for construction damage and identify who would be responsible for evaluating and bearing the costs.

¹City of San Jose Strong Neighborhoods Initiative, Greater Gardner, Nov 2007 Greater Gardner Neighborhood Improvement Plan Amendment

²City of San Jose Strong Neighborhoods Initiative Greater Gardner Jan 2002 (original plan)

3.7 Land Use and Planning, Communities and Neighborhoods, Property, and Environmental Justice

3.7.1 Regulatory Requirements and Methods of Evaluation

A. REGULATORY PROVISIONS

Environmental Justice

“EO 12898, known as the federal environmental justice policy, requires federal agencies to address to the greatest extent practicable and permitted by law the disproportionately high adverse human health and environmental effects of their programs, policies, and activities, on minority and low-income populations in the United States.”

“The California Government Code defines environmental justice as the ‘fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.’”
(CHSRA Program Level EIR p 3.7-1)

1. Many of the people who live in the Greater Gardner Coalition (GGC) Neighborhoods (Gregory Plaza, Gardner and North Willow Glen) especially adjacent to the Caltrain ROW, primarily speak Spanish. What outreach has CHSRA made to neighborhood Spanish speakers so that they can be informed and participate in the Scoping meetings and development of the Program Level EIR? Have there been there CHSRA flyers in Spanish? Were there newspaper, TV and radio ads in Spanish? Were meetings conducted in Spanish? If not, why not? How will the lack of outreach to primary Spanish speakers (or any other language) potentially impact the HSR planning process? Will there be important information about impacts to adjacent and nearby properties that you will not be aware of?
2. Since the Greater Gardner Coalition GGC is comprised of 3 different neighborhoods, how will the differing demographics affect your outreach procedure?
3. Please list all mailings within the GGC boundaries written in Spanish (or any other language), about the HSR?
4. Please list all HSR scoping and informational meetings held in Spanish.
5. How will you conduct outreach to the Greater Gardner Spanish speaking community after the Project Level EIR is written? What form will that outreach take? How many mailings in Spanish? What mailing radius will you employ? How many newspaper, TV, and radio ads in Spanish? If your research reveals that you need outreach in any other language, what forms will this outreach take?
6. What are CHSRA’s procedures and policies with respect to outreach to Spanish or any other foreign language speaking populations?

GGC NAC HST SF to Merced Environmental Justice Scoping Questions

7. What are the CHSRA's procedures and policies with respect to outreach to Habitat for Humanity Silicon Valley which owns a lot adjacent to one proposed rail line in the GGC area?
8. What are the CHSRA's procedures and policies with respect to outreach to any alcohol/drug rehabilitation and recovery homes in the GGC neighborhoods?
9. What steps are being taken to ensure public participation and access to information by homeless people in the GGC neighborhoods who typically shelter adjacent to the areas being considered for the alignment alternatives?
10. What are CHSRA's procedures and policies with respect to low income outreach? Will you be specifically identifying and reaching out to low income members of the Greater Gardner Neighborhoods?
11. Will future information about HSR be available in Spanish as well as in English, or any other language?
12. Many area residents don't read well in either English or Spanish. Will there be Spanish language audio programs?
13. Will future meetings about HSR be conducted in both English and Spanish? Will there be: simultaneous translation with FM receiver headphones, alternating English and Spanish; or will there be a separate meeting for Spanish speakers? Will translators meet qualification of professional certification?
14. Since there are "no specific state procedures prescribed for consideration of environmental justice issues related to the proposed HST Alignment Alternatives," with what government or non-governmental agencies did you consult in order to create the specific assessment procedures used in the EIR to assess environmental justice impacts? Were there agencies with which you could have consulted, but did not? Why not? What procedures for consideration of environmental justice issues will be used in the GGC neighborhoods? Why will these procedures for environmental justice issues be chosen? What other procedures for environmental justice issues are being considered? How will you select among varying procedures for environmental justice issues for the GGC neighborhoods?
15. In what specific ways will the needs of homeless people in the GGC factor into the consideration of environmental justice?
16. What consideration will be given to homeless people in the GGC neighborhoods whose personal routines and shelters are dislocated during construction of any of the proposed alignment alternatives?
17. Did the factor pertaining to the residential population in the impact area include homeless people in the GGC neighborhoods?
18. What steps will be taken to ensure that homeless people in the GGC Neighborhoods have safe access throughout the neighborhood during construction of any of the proposed alignment alternatives?
19. What attention will be given to mitigating the impact of homeless people in the GGC from the noise and vibration created during construction of any of the proposed alignments.
20. What attention will be given to mitigating the impact on the GGC neighborhoods resulting from the migration of homeless people from areas of HSR construction?

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21. Will you consider the San Jose Strong Neighborhoods Initiative Greater Gardner Action Plan (rev 2007) in your analysis? If not why not?
22. Will you consult with the members of the Greater Gardner NAC and refer to the Greater Gardner Action Plan to create procedures to assess environmental justice impacts for the Greater Gardner Community at the project level EIR? If not, why not?
23. Will you consult with the members of the Word of Faith Church to create procedures to assess environmental justice impacts for the Greater Gardner Community at the project level EIR? If not, why not?

B. METHODS OF EVALUATION OF IMPACTS

“This analysis was conducted using U.S. Census 2000 block group information/data compiled in a geographic information systems (GIS) format, local community general plans or regional plans and land use information provided by the planning agencies in each of the regions.”

1. Will you use the U.S. Census 2000 data at the census blocked or census tracked level?
2. What other sources of data about the ethnicity and primary language and income of the inhabitants of the Greater Gardner Community specifically along the existing railway corridor are also available to you?
3. What is the specific number of residences per acre in the Greater Gardner Neighborhoods and how will you use this information to define an area as high density, medium density or low density?
4. What specific “community general plans” (pg.3.7-1), for the city of San Jose will you consult?
5. If you do not consult any specific community general plans, why will you not do so?
6. Will you consult with the members of the San Jose Strong Neighborhoods Initiative and refer to the Greater Gardner Action Plan and Amended Plan to create metrics to assess environmental justice impacts for the Greater Gardner Communities? If not, why not?
7. Is there any data kept by the city of San Jose which describes the socio-economic status of the people living in the Greater Gardner Neighborhoods?
8. Will you request or access this data to assist the process as you “consider potential environmental justice issues”... “at the project-level environmental review”? (pg3.7-2) If not, why not?
9. How have you contacted the members of the Greater Gardner Neighborhood as you conduct the “project-level environmental review”?
10. In which English language newspapers will you post notices about the project level meetings?
11. In which Spanish or any other foreign language newspapers have you posted notices about the project level meetings?

12. On which English & Spanish or any other foreign language TV and/or radio stations will you sponsor public service announcements to inform people of the project level scoping meetings?

Land Use Compatibility

“Future land use compatibility is based on information from general plans and other regional and local transportation planning documents. These documents were examined to assess an alignment alternatives’ potential consistency with the goals and objectives defined therein.” (Program Level EIR p.3.7-2)

1. What plans specifically related to the Greater Gardner Neighborhoods will you examine at the project-level environmental review?
2. Will you examine and utilize the City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan and Amended Plan? If not why not?
3. How will the goals of the HSR be consistent with the San Jose SNI goals to revive neighborhoods along the Caltrain ROW? How will you prevent HSR from disrupting the neighborhood and create blight in an area which has just undergone and is still undergoing an expensive and difficult transition out of “blight”?
4. Why is “an alignment alternative ... considered highly compatible if it... is located in areas planned for economic revitalization”?
5. What ranking systems could be used to evaluate potential impacts to Greater Gardner Neighborhoods by any of the proposed alignment alternatives on land use changes, land use compatibility and on property?
6. How did you select among these alternative ranking systems?
7. Would you make different recommendations under the different systems? What would they be?
8. Since HSR presents new conditions with respect to land use impacts in the GGC Neighborhoods, why is the potential for adverse impact considered lower if an alignment alternative is within an existing ROW in these neighborhoods?

“For example, homes and schools are more sensitive to changes that may result in increased noise and vibration.”(Program-Level EIR, p 3.7-2)

Gardner Academy is located less than 0.25 miles from the railway right of way. It was just rebuilt in March 2006 (San Jose Unified School District, School Accountability Report Card Pub in 2007-08 Gardner Elementary , pg 5

<http://www.sjusd.org/pdf/SARC0607/Gardner.pdf>). It is a school which is 90.95% Hispanic/Latino and 87% Socioeconomically Disadvantaged. (San Jose Unified School District, School Accountability Report Card Pub in 2007-08 Gardner Elementary, pg 3 <http://www.sjusd.org/pdf/SARC0607/Gardner.pdf>).

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How will the impact of HSR on Gardner Academy be evaluated in regards to environmental justice? What documents about Gardner Academy's plans will be consulted at the Project-Level EIR? What SJUSD planning documents and staff will be involved in the Project-Level EIR plans? How will staff, parents and students at Gardner Academy be involved in creating a Project-Level EIR? How will construction along this section be done in a way to minimize the impact on Gardner Academy? Please list all mitigation measures for Gardner Academy (including traffic pattern changes) to be considered for constructing the HSR at grade, elevated, trench or in a tunnel or bypassing the neighborhood alignment. Please evaluate the relative different impacts on Gardner Academy with running the HSR in an at-grade, elevated, trench or tunnel alignment or bypassing the neighborhood alignment in regards to noise, vibration, transportation, parking, pollution, aesthetics and environmental justice. How will the vibration from the HSR affect building maintenance in regards to soil conditions in the Greater Gardner area? What forms of mitigations will CHSRA implement to lessen increased maintenance at the Gardner Academy?

Gardner Community Center, Biebrach Park and Swimming Pool, Fuller Park, Hummingbird Park, Gregory Park and Word of Faith Church

How will the impact of HSR on the these public and quasi-public facilities be evaluated in regard to environmental justice? What documents about these facilities will be consulted at the project level EIR? What San Jose parks, recreation and neighborhood services (PRNS) dept planning documents and staff will be involved in Project level EIR plans? How will staff, parents, children and community members utilizing these facilities be involved in creating a project level EIR? How will construction along this section of right of way be done in such a way as to minimize the impact on these facilities? Please list all mitigation measures for these facilities including traffic pattern changes which will be considered in constructing the HSR at Grade, elevated, trench, in a tunnel alignment or bypassing the neighborhood. Please evaluate the relative different impacts on these facilities with HSR running in an at-grade, elevated, trench, tunnel alignment or bypassing the neighborhood in regard to noise, vibration, transportation, parking, pollution, aesthetics and environmental justice issues. For each of the above facilities please specify individually the issues and mitigations you will consider in the project level EIR.

Table 3.7-1 ranks Multifamily residential areas as both medium and high compatibility while ranking single-family residential areas as "low compatibility." Why? What data or studies were used to create this ranking? Won't this ranking create a greater impact on low income households who are more likely to reside in multifamily residential areas? What specific steps will you take to ensure that this doesn't happen at the project level review?

There are many low income single family residences, community parks, and an elementary school all within ¼ mile of the proposed HST tracks, all of which were categorized in the program level EIR as low compatibility rating (according to table 3-

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7.1). Please evaluate each of the alternatives including bypassing the neighborhood in context to their compatibility to the HSR and environmental justice issues.

Communities and Neighborhoods

Currently the train tracks cross W. Virginia Avenue. How will you reconcile the need to have no “at grade” crossings for HSR with the stated plan in the EIR not to “isolate one part of an established community from another”? (Program Level EIR, p 3.7-3)

Please evaluate the relative impacts of an at grade, elevated, trench and tunnel alignment and bypassing the neighborhood at West Virginia Avenue in terms of the impact of each option on Gregory Plaza community cohesion. Please also evaluate the impact of creating a tunnel beneath an “at grade” crossing for W. Virginia traffic.

Please evaluate each option in terms of the impact on safety and emergency response time to Gregory Plaza.

Please evaluate the relative impacts of an at grade, elevated, trench and tunnel alignment or bypassing the neighborhoods at West Virginia Avenue in terms of the impact of each option on noise and vibration levels in Gregory Plaza.

What mitigation might be considered to soften these impacts? Please evaluate the option of opening up Gregory Street to Riverside Drive. Please list all aesthetic improvements available to soften these impacts.

If West Virginia is closed, how will access to Gregory Plaza Neighborhood be maintained? Please evaluate each proposed mitigation in terms of response time for police, fire and other public safety services. What mitigations will be offered?

Property

“Impacts include potential acquisition, displacement and relocation of existing uses or demolition of properties. ... In some instances, relatively minor strips of property would be needed for temporary construction easements or permanent right-of-way for the proposed HST Alignment Alternatives. In other instances, development of proposed facilities could result in acquisition, displacement, and/or relocation of existing structures...Mitigation may be required to maintain property access.” (Program Level EIR, p 3.7-3)

How will you determine the property impacts? What distance from the center line of the new HST alignments will be considered?

According to table 3.7-2, the widening of existing right of ways seems to present a medium to high impact ranking. The Greater Gardner neighborhoods are mainly an urban, single family residential development. There is no specific category on this table to identify our type of development. Will we be addressed at the project level EIR? If not why not? Will there be any attempt by the CHSRA to identify alternatives that might have a low impact on the Greater Gardner neighborhoods? If not why not?

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How will situations of taking be evaluated for the risk of contributing to blight? What compensation will be offered to neighbors if a property becomes blighted due to a taking? What appeals process will be available for owners affected by a taking, or neighbors of a property where a taking has occurred? What process will you use to determine the value of the taking?

In which specific instances will relatively minor strips of property in the GGC be needed for right of way for each of the proposed alignment alternatives including bypassing the neighborhood? Which specific instances would the development of HST facilities result in the acquisition, demolition, displacement, or relocation of existing structures in the GGC neighborhoods? If existing structures in the GGC neighborhoods are relocated due to the development of HST where would they go?

Under what circumstances would improvements to existing transportation corridors including grade separation result in new physical barriers in the GGC? What environmental justice issues would such barriers create? How would they be mitigated?

Environmental Justice

“This analysis is based on identifying the presence of minority populations and low-income populations in the study area (0.25mi [0.40km] from a potential alignment) and generally in the counties crossed by the alignment alternative. The assessment was done using U.S. Census 2000 information....

The analysis was used to determine whether:

At least 50% of the population in the study area may be minority or low income

The percentage of minority or low-income population in the study area is at least 10% greater than the average generally in the county or community....

Additional analysis would take place during project-level analysis to consider potential localized impacts.” (Program Level EIR p.3.7-4 to 3.7-5)

What distance will be used at the project level analysis to determine the presence of minority and low income populations in Greater Gardner Neighborhoods?

What data will be used at the project-level analysis to determine whether or not 50% of the population in the Greater Gardner Neighborhood is minority or low income? Will the data come from the 2000 census? What other data from the city of San Jose or the county of Santa Clara will be used? Will census block data be used to examine environmental justice issues in the following areas:

- North of existing right of way through GGC neighborhoods
- South of existing right of way through GGC neighborhoods
- On each side of any other alternative through GGC being considered by high speed rail.

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What data will be used at the project-level analysis to determine whether or not the percentage of minority or low-income population in the Greater Gardner neighborhood is at least 10% greater than the average generally in the county or community? Will the data come from the 2000 census? What other data from the city of San Jose or the county of Santa Clara will be used? Will census block data be used to examine environmental justice issues in the following areas:

- North of existing right of way through GGC neighborhoods
- South of existing right of way through GGC neighborhoods
- On each side of any other alternative through GGC being considered by high speed rail.

Low income and language minority families frequently have poor health and high frequency of respiratory ailments, cardiovascular disease, and cancer. Please evaluate how the Greater Gardner neighborhood will be affected by increased pollution caused by the construction phase for each of different alignment alternatives and bypassing the neighborhood. Please list all possible ways to mitigate these effects.

Low income and language minority families frequently have poor health and high frequency of respiratory ailments, cardiovascular disease, and cancer. Please evaluate how the Greater Gardner neighborhood will be affected by increased pollution caused by running the HSR on the 4 different alignment alternatives and bypassing the neighborhood. Please list all possible ways to mitigate these effects.

3.7.2 Affected Environment

B. DISCUSSION OF RESOURCES BY CORRIDOR

On page 3.7-6, "According to the 2000 U.S. Census, minority persons are defined as being nonwhite person, including those of Hispanic origin. Low-income populations are defined as having a median household income at or below Department of Health and Human Service poverty guidelines."

Living expenses are much higher in Santa Clara county than in most areas of the country and California. Housing costs and salaries in Santa Clara county are much higher than in the rest of the US and California. For example due to the higher cost of living in San Jose, the San Jose dept of housing defines low income for a family of 4 as an annual income of \$84,900.

1. Please investigate Santa Clara County specific guidelines for what qualifies as "low-income" keeping in mind that housing costs and salaries in Santa Clara county are generally much higher than in the rest of the United States. Please explain in the Project Level EIR what Santa Clara county specific criteria were used to define low income and what is the basis for that criteria.

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On pg 3.7-10, "According to the 2000 U.S. Census, minority persons accounted for the following percentages of total population in the area ... Santa Clara 59%."

This number shows that even using aggregate data for Santa Clara County, more than 50% of the population is minority, making it even more imperative that in the project-level analysis, the HSRA gather and analyze data about the minority population in the Greater Gardner Neighborhoods.

1. On pg. 3.7-11, under Neighborhood and Community Characteristics – Pacheco "the Pacheco alignment alternative begins at the Diridon Station in San Jose, following an existing rail corridor, through dense residential areas in central and southern San Jose." How did you determine that the GGC neighborhoods would be considered dense when the neighborhoods consist of predominantly detached single family homes?

On pg 3.7-22 and 3.7-23 the table states that there is "no Community Cohesion Impacts" for the section of the HSR corridor cutting directly through the Greater Gardner Coalition neighborhoods.

1. How can the High Speed Rail alignment that requires no at grade crossings, additional fencing, higher berms, and the possible closing of the Virginia Street entrance into the Gregory Plaza neighborhood not affect community cohesion?
2. How does the HSRA propose to mitigate these increased barriers?
3. What alternatives including bypassing the neighborhood, have been examined to eliminate these barriers through the GGC neighborhoods? If none have been examined, why not?

On pg 3.7-22 the table states that the environmental justice impact is medium from Diridon station to Gilroy.

1. Will the GGC neighborhoods be examined on their own merit for the environmental justice impacts for the project level EIR? If not why not?

Similarly, on pg 3.7-23 while analyzing the impact near San Jose (Diridon) Station, the table states that the "percentage of EJ population is lower than the thresholds."

1. What data was used to make that determination?
2. Will the GGC neighborhoods be examined on their own merits for the environmental justice impacts for the project level EIR? If not why not?

3.7.5 Mitigation Strategies and CEQA Significance Conclusions

D. ENVIRONMENTAL JUSTICE

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“Additional consideration of environmental justice issues would occur during project-level review, which would include consideration of potential localized impacts and potential benefits to and enhancements for communities along potential HST Alignment Alternatives. Project-level review would also include consideration of detailed mitigation measures, including mitigation for temporary construction-related impacts. Project-level review would also include outreach to potentially affected communities as part of the public review process.”

In what languages will outreach be conducted in the Greater Gardner Neighborhood? In Spanish? How will this outreach be conducted? Will there be announcements in English, Spanish or any other foreign language newspapers, TV and radio? Will the meetings also be conducted in Spanish or any other foreign languages? If not, why not?

What benefit or enhancements to the Greater Gardner Neighborhood could result from an at-grade, elevated, trench or underground path? Please list all enhancements and analyze in regards to each of the 4 options or bypassing the neighborhood.

3.7 Land Use and Planning, Communities/Neighborhood, Environmental Justice

From References, 14.4.7

1. Why is only the City of San Jose General Plan 2020 cited for San Jose? Many more up to date specific city planning documents are available, including:
 - a. City of San Jose Strong Neighborhoods Initiative, Greater Gardner, Nov 2007 Greater Gardner Neighborhood Improvement Plan Amendment¹
 - b. City of San Jose Strong Neighborhoods Initiative Greater Gardner Jan 2002 (original plan)²
 - c. City of San Jose Midtown specific plan
 - d. City of San Jose Tamien specific plan
 - e. City of San Jose Strong Neighborhoods Initiative, Delmas Park Neighborhood Improvement Plan
 - f. City of San Jose Strong Neighborhoods Initiative, Burbank-DelMonte Neighborhood Improvement Plan
 - g. City of San Jose Baseball Stadium EIR
 - h. San Jose Redevelopment agency, Diridon Station Plan
2. What is the mitigation plan for inconsistencies between the City of San Jose General Plan 2020 and more up to date, regional planning documents, such as the Greater Gardner documents above? Does the most recent document take precedence in planning decisions, and if not, what recourse do the communities have if obsolete planning information is used in HST design?

3.7.4 (pg 3.7.41) To a large extent, these existing transportation corridors already present barriers and impose other impacts on existing communities. Although the HST system would often introduce an additional (fenced) barrier, the HST system would maintain and in many cases improve existing access conditions through the grade separation of existing services.

The following questions refer to 3.7.41, above, in conjunction with ***Table 3.7.2 Rankings of residential property impacts***, which lists urban and suburban with no additional right of way needed as low impact.

1. What is the metric used to determine whether an HST system maintains or improves existing access conditions? How was that metric applied in the program level EIR?
 - a. What level of impact would you assign to the Greater Gardner Neighborhoods?
 - b. Can you provide some examples of HST as an improvement relative metric scoring?
 - c. How will it be applied to each of the Greater Gardner Neighborhoods for each of the alternative alignments, and bypassing the neighborhoods?

2. Where are some of the specific cases where HST systems have improved existing access conditions through grade separations of existing services anywhere in the world?
 - a. What was the metric prior to “improvement” and what was the score afterward?
 - b. Which agency performed the measurements, and was it formally documented?
 - c. What is the % of HST implementations where existing access conditions were 1)maintained, 2)improved, 3)declined, vs. overall sites measured?
 - d. For those places that have experienced improvement in access after HST please compare land use designation, population, demographics etc, and other issues between the baseline and the Greater Gardner HST implementation.
3. Please describe the proposed metric for determining whether additional barriers or grade separators improve neighborhoods that are currently undergoing a city sponsored neighborhood action plan, as is the case with Greater Gardner neighborhood, San Jose.
 - a. Are the metrics relevant for neighborhoods prior to improvements or after?
 - b. Who decides, and how are results published (and/or disputed)?
4. The Gardner area of the Greater Gardner Coalition is the area bordered by 280 freeway to the north and west and Fuller Ave/Caltrain ROW to the south. This neighborhood is already bordered by a major transportation corridor (280 freeway) only 2 blocks to the north of the Caltrain ROW.
 - a. Won't an additional fenced barrier or grade separation along the Caltrain ROW, or any alternative ROW for High Speed Rail through Greater Gardner to the south effectively isolate the neighborhood between TWO transportation corridors, and if so how will this either maintain or improve the neighborhood?
 - b. Will the 280 freeway corridor be considered for HSR through Gardner and if not, why not? What was the rationale for not choosing the 280 freeway, since 280 is a long range transportation corridor already?
 - c. Can you provide examples of other neighborhoods where freeways existed within residential blocks of a fenced barrier or grade separation for rail transit and the outcome was **NOT** that the neighborhood was isolated as a result?
 - d. Can you provide a list of examples where new rail corridors were built in neighborhoods that also featured freeway cloverleaf blocks away and the freeway right of way was NOT used for the new rail line and, instead the rail authority chose to use a location blocks away from the freeway with an established neighborhood in between? If such examples can be found, did they result improvements to a neighborhood?

5. Vision Statement and Goals: How will either an additional fenced barrier, or grade separations specifically maintain or improve the current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan² Vision Statement and Goals (page i-iv)?
 - a. From GGC Vision Statement(i) “Architectural standards will guide new development as well as property renovations to reflect the historic neighborhood character”. How will the CHSRA planning to adhere to the architectural standards of Greater Gardner NAC? If not, what will be the rationale for claiming Greater Gardner was a **low residential property impact** for HST? Wouldn't violating a community vision statement be considered a high impact to community?
 - b. From GGC goals(iii): “improve and maintain the appearance of community streetscapes”; please describe how an additional fenced barrier or grade separation would be consistent with the Greater Gardner community streetscape goal.
 - c. From GGC goals(iii): “reduce noise level impact produced by freeway and railroad lines”; please describe how HST with trains every 3 minutes are consistent with this goal resulting in **low impact** HST implementation for Greater Gardner. How will noise levels be measured to ensure low impact? What mitigations procedures are available with CHSRA in the event noise impact to Greater Gardner is not low?
 - d. From GGC goals(iv): “Establish pedestrian and bicycle corridors that link major destinations and facilities”; please describe how HST implementation on Caltrain lines (or any other proposed right of way through Greater Gardner neighborhoods) that bifurcate multiple pedestrian and bicycle corridors can be considered **low impact** to Greater Gardner residential community?
6. GGC Homelessness initiative: How will either an additional fenced barrier, or grade separations specifically maintain or improve the current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #2b, “Resolve Homelessness encampment problem throughout the neighborhood”?
 - a. Please address the CHSRAs approach to the homelessness encampment along both sides of SP Railway easement through Greater Gardner, and Railroad Bridges at Bird, Delmas and Prevost (documented in #2b), such that an additional fenced barrier or grade separations maintain or improve the homeless encampment problem?
 - b. Please address the CHSRAs approach to the homelessness encampment along Los Gatos creek trail at Gregory Street and Fuller Ave (documented in #2b), such that an additional fenced barrier or grade separations maintain or improve the homeless encampment problem?
 - c. Will an increase in size in HSR bridges generating a larger homeless problem? Are there any studies that show that homelessness problems were maintained or improved after existing bridges with homeless encampments were widened to support high speed rail?

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- d. In the event that CHSRA decides on a different route for HSR through Greater Gardner, please address how a new transportation corridor would not increase the homeless encampment problem, since this issue seems to stem from existence of transportation corridors?
 - e. Are these two planning objectives, one from City of San Jose (resolve homeless encampments) and the other CHSRA (build High Speed Rail through Gardner) in conflict? If so, how will this be mitigated? If no, what are the metrics for that determination?
7. GGC Graffiti: The current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #2f has the goal: “Eliminate graffiti throughout the neighborhood (specifically Gregory Plaza Tot Lot and Fuller park, below)... bridges, commercial properties, light standards”.
- a. How will either an additional fenced barrier, or grade separations specifically maintain or improve meet that goal?
 - b. Wouldn't an additional fenced barrier or grade separation on the tracks (Fuller, Gregory Plaza) ADD to the graffiti problem? How did you make that determination?
 - c. How will the CHSRA's approach to graffiti be coordinated with the City of San Jose AGP Anti Graffiti program?
 - d. Are there any studies/metrics of other high speed rail projects that show that graffiti was maintained or improved after a HST implementation with an additional fenced barrier or grade separations, either utilizing an existing ROW or a new one? And what did those studies show?
 - e. What will be CHSRAs approach to graffiti specifically at Gregory Plaza Tot Lot which is close to the Caltrain ROW, and near a new Grade Separation?
 - f. What will be CHSRAs approach to graffiti specifically at Fuller Park which is next to the Caltrain ROW, and near 3 new bridges?
 - g. In the event CHSRA intends to use an alternate route through Greater Gardner that is outside of the Caltrain ROW and erects new structures to support HST?
 - h. How will it be determined that HSR led to in an increase in graffiti?
 - i. What recourse does the Greater Gardner NAC have for additional graffiti issues caused by HSR?
 - j. What recourse does the Greater Gardner NAC have any recourse for additional graffiti issues caused by the CHSRA HST implementation?
 - k. Are these two planning objectives, one from City of San Jose to eliminate graffiti and the other CHSRA to extend/build HST facilities in conflict? If so, how will this be mitigated? If not, how will you make that determination?
8. GGC Railway Quiet Zone: The current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #7a includes: “Establish Greater Gardner Community as a railway quiet zone”.

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- a. How will grade separations specifically maintain or improve Greater Gardner's implementation of railway quiet zone?
 - b. Given that CHSRA trains are intended to run every 3 minutes vs much less frequent Caltrains today, doesn't the frequency alone imply a noisier train environment? If not, what are the metrics used to make that determination?
 - c. What are CHSRAs plans for railway quiet zones for the high speed rail? Is the Greater Gardner community automatically considered a railway quiet zone for high speed rail after achieving this designation from Caltrain? Will Greater Gardner need to reregister with CHSRA to obtain railway quiet zone status for our neighborhood?
 - d. What are the specific metrics that CHSRA uses to determine a railway quiet zone, (decibels, etc) and how far away from the tracks are these metrics determined?
 - e. Are these two planning objectives, one from City of San Jose (railway quiet zone) and the other CHSRA (more frequent trains) in conflict? If so, how will this be mitigated? If not, how will you make that determination?
9. GGC Street Repair Impacts: The current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #1, states: "Repair/Reconstruct Deteriorated Streets, Sidewalks and Systems", item #1a "Work with DOT to accelerate street replacement schedule"
 - a. How will either an additional fenced barrier, or grade separations specifically maintain or improve any street repair impacts in Greater Gardner?
 - b. Will CHSRA activity in Greater Gardner area impact the specific streetworks projects (see #11, below) occurring, and if so, how so?
 - c. How will the CHSRA plan to coordinate and maintain the Greater Gardner street replacement schedule?
 - d. How is the use of heavy construction equipment during HST construction expected to impact street repair schedule?
 - e. How will CHSRA adhere to the action plan directive to work directly with DOT and the neighborhood action coalition on street improvement?
 - f. If the CHSRA and DOT/Greater Gardner NAC are in contention over various streetworks projects, what is the mediation process among the 3 agencies? Will there be compensation for any impacted streetworks? Who will decide the compensation schedule?
10. GGC Street Repair Impacts, soft soils/streets not on action plan: Greater Gardner neighborhood is known for excessively soft soils that result in difficult street repair and maintenance. For streets that are currently not on action plan, it is possible that damage could occur during construction process or ongoing train

maintenance, even if the route is not immediately adjacent to the street in question.

- a. Is there a mitigation process for streets curbs and gutters that experience structural degradation as a result of HST construction or ongoing operations, even though said streets are not immediately adjacent to the tracks?
- b. Which agency decides if street damage on nearby streets is due to train operations?
- c. How are conflicts mediated?

11. Street Repair Impact specifics: The current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #1 states , “Repair/Reconstruct Deteriorated Streets, Sidewalks and Systems”. The following specifics street improvements are ongoing projects coordinated by San Jose DOT, SJ Dept of Public Works and San Jose Redevelopment Agency.
 - a. How will either an additional fenced barrier, or grade separations specifically maintain or improve ongoing street repairs in Greater Gardner Neighborhoods?
 - b. How will CHSRA coordinate with these agencies for mitigation of all impacted streetworks projects?
 - c. How will Greater Gardner community be compensated for damaged or delayed existing streetworks projects on or near the Caltrain tracks, or near any proposed route through Greater Gardner as a result of HSR?
 - i. #1e: Repair Prevost Street from Fuller to Minnesota (Fuller is adjacent to the Caltrain tracks) – what is the CHSRA detailed plan for this specific streetwork initiative?
 - ii. #1g: Repair/Reconstruct Harrison St and Harrison Ave (immediately adjacent to tracks) – what is the CHSRA detailed plan for this specific streetwork initiative?
 - iii. #1h: Repair/Reconstruct Gregory Street from Fuller Ave to Helen St (adjacent to tracks) – what is the CHSRA detailed plan for this specific streetwork initiative?
 - iv. #1k: Repair/Reconstruct W Virginia Street sidewalk from RR tracks at W Virginia and Drake to 87 overpass. – what is the CHSRA detailed plan for this specific streetwork initiative?
 - v. #1l: Improve Fuller curb and gutter and church driveway curb cut on Fuller ave. (Fuller is adjacent to the tracks and the Church is directly adjacent to the Caltrain ROW.) – what is the CHSRA detailed plan for this specific streetwork initiative?

12. GGC Gateways and Streetscapes: The current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #3a, Distinguish Greater

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Gardner with Gateways and Streetscape Improvements includes : Install a gateway feature at Bird and W Virginia street, and double acorn lights W Virginia and Gregory Plaza”.

- a. How will either an additional fenced barrier, or grade separations specifically maintain or improve this Gateway Initiative?
- b. Since the streetscape improvements are very close to the Caltrain ROW, will these city sponsored improvements need to be removed? If so, will CHSRA compensate the Greater Gardner NAC for facilities damaged/removed?
- c. How is the removal executed and which agency makes the determination? How will the CHSRA protect the existing streetscapes and lighting?
- d. Will streetscapes and gateways need to be removed to implement the fenced barrier or grade separation? If so, what will be the impact of HST implementation on the Greater Gardner area considering the implementation of these gateways and streetscapes was intended to improve neighborhood access and walkability.

13. GGC Tree Planting: The current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #3c, Distinguish Greater Gardner with Gateways and Streetscape Improvements includes: – Conduct a tree planting on W Virginia street from Drake Street to Route 87”.

- a. How will either an additional fenced barrier, or grade separations specifically maintain or improve this tree planting initiative?
- b. Will the trees on W Virginia and Drake need to be removed to accommodate HST? If so, what is the rationale that this either maintains or improves the access conditions? How will any tree removal be mitigated?
- c. What studies or metrics support the rationale that removing trees actually maintains or improves the area, assuming the trees are healthy?
- d. Will CHSRA compensate Greater Gardner NAC for any removed or damaged trees, or any movement of trees? Will the City arborist be involved? Will mitigations include moving trees?

14. GGC Pedestrian Scale Lighting: The current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #3d includes: Distinguish Greater Gardner with Gateways and Streetscape Improvements – Install additional pedestrian scale lighting at Fuller Avenue Park (which is directly adjacent to the Caltrain ROW).

- a. How will either an additional fenced barriers, or grade separations specifically maintain or improve any pedestrian scale lighting in Greater Gardner?

- b. Will the pedestrian scale lighting on Fuller provide the same light ratios to the area after the additional fenced barrier or grade separations are installed? How are these measurements obtained, and who is responsible for the measurements?
- c. If lighting is impeded, and there is increased crime due to poor pedestrian scale lighting on Fuller Ave, will CHSRA assume liability as a responsible party? Note we are referring to pedestrian scale lighting not lighting to support the trains.
- d. What are the plans for pedestrian scale lighting near the additional fenced barrier or grade separations provided by CHSRA? How will you involve the Greater Gardner NAC in the design and choice of such lighting?

15. GGC Architectural Preservation: The current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #5c includes: Ensure that architecture for proposed new projects remains consistent with existing neighborhood character.

- a. How will either an additional fenced barrier, or grade separations specifically maintain or improve the architectural neighborhood character in Greater Gardner?
- b. How will any additional fenced barriers or grade separators be designed to be consistent with the architecture of the turn of the century homes in Greater Gardner?
- c. How will you design replacement bridges that honor and reflect the 1936 bridge designs and preserve and reinstall the original SPRR medallions?
- d. What is the process for ensuring additional fenced barriers or grade separators are consistent with neighborhood character? Is there an architectural historian available on the HST project to provide input? How will the GGC community be involved with the design? How will the assessments be conducted and how will results be published?
- e. What is the mitigation plan for Greater Gardner NAC if we feel CHSRAs structures that do not adhere to the guidelines of Greater Gardner action plan?
- f. How will CHSRA engage other San Jose agencies that are responsible for maintaining neighborhood character, including Housing Dept and Planning and Code enforcement staff? What are the building codes that the additional fenced barriers or grade separators need to adhere to? Which agency will be the lead on the task of determining if additional fenced barriers or grade separators are consistent with Greater Gardner neighborhood character?

16. GGC Architectural Preservation: The Greater Gardner action plan #5 calls for the possible creation of a historic conservation district located within Greater Gardner neighborhoods. How will CHSRA mitigate the potential deleterious effects of high speed rail on that goal?

17. GGC Pedestrian Safety: The current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #4f includes: Refresh faded crosswalks and no parking zones where necessary throughout neighborhood, incl Gregory Plaza Tot Lot and W Virginia at Drake.
- a. How will either an additional fenced barrier, or grade separations specifically maintain or improve pedestrian safety in Greater Gardner?
 - b. Since Caltrain ROW is immediately adjacent to W Virginia/Drake and close to Gregory Plaza Tot Lot, will the no parking zone be eliminated? If so, which agency makes that decision? Will this be coordinated with SJ DOT?
 - c. Will any recently refreshed crosswalks referred to in current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #4f need to be removed, repainted or relocated? If so will this be coordinated with SJ DOT?
 - d. How will any disruption in current pedestrian safety such as removal of no parking zones or painted over crosswalks be communicated to residents? What community outreach in both Spanish and English will be provided? How will residents be notified given that the neighborhood is a mixture of owners and renters?
 - e. If disruption in Pedestrian Safety for Greater Gardner neighborhood is required to implement an additional fenced barrier or grade separator, what is the rationale to claim HST in Greater Gardner area is low impact?
 - f. How will access and safety be ensured during construction and temporary road closures and/or detours?
18. Open Space: The current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #6b includes, "Improve Neighborhood Open Space", identify sites for potential new open space including footbridge at Gregory Plaza, W Virginia at Bird, Land adjacent to Railroad tracks at Harrison.
- a. How will either an additional fenced barrier, or grade separations specifically maintain or improve access to Open Space?
 - b. Since every potential open space listed in the City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #6b is near or directly adjacent to the Caltrain ROW, and likely near any other proposed route through Greater Gardner, what is rationale for claiming HST would maintain or improve existing access conditions in the Gregory Plaza area of Greater Gardner? Does removing any open space that is targeted by GGC neighborhoods as eligible for improvement into parks and open space etc, constitute a neighborhood "maintenance or improvement of existing conditions"?

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- c. What are the impacts of an additional fenced barrier or grade separator to the open space by the footbridge at Gregory Plaza? What constitutes the assessment of “low impact” on this parcel of open space?
 - d. What are the impacts of an additional fenced barrier or grade separator to the open space at W Virginia and Bird? What constitutes the assessment of “low impact” on this parcel of open space?
 - e. What are the impacts to the open space adjacent to the railroad tracks at Harrison of an additional fenced barrier or grade separators? What constitutes the assessment of “low impact” on this parcel of open space?
19. GGC Dog Park: the current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #6d includes: “Improve Neighborhood Open Space”, Explore and if possible build a dog park in the Gregory Plaza Neighborhood.
- a. How will either an additional fenced barrier, or grade separations specifically maintain or improve the Greater Gardner Dog Park?
 - b. Since the Caltrain ROW (and likely any alternative routes considered for HSR) bifurcates Gregory Plaza (the area designated as bordered by Gregory, Fuller, Bird and 280 in Greater Gardner Neighborhood), and since all open space available is adjacent to Caltrain ROW, does this imply that CHSRA plans will eliminate Greater Gardner NAC’s ability to implement the desired Dog Park?
 - c. How will the dogs owners in the GGC area in the area who benefit from pro social interactions with fellow dog owners be compensated for lack of a dog park? Is there a mitigation plan for dog owners?
 - d. How is the Greater Gardner NAC objective of a Dog Park in Gregory Plaza maintained or improved by HSTs implementation of an additional fenced barrier or grade separations? Note that there is no fenced barrier there now.
20. GGC Traffic Impacts: The current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #10a, “Reduce Neighborhood Traffic Impacts”, Conduct analysis and signing to enforce no truck traffic on all neighborhood streets and limit truck weight on all traffic through neighborhood.
- a. How will implementation of HST on Caltrain tracks with a nearby station specifically maintain or improve Greater Gardner traffic impacts?
 - b. How will the construction of a large nearby train station and HST impact the traffic in the Greater Gardner neighborhood? What metrics will be used to measure traffic impacts?
 - c. What will be the impacts to Greater Gardner neighborhoods in the event HST construction requires any road closures? How will that be mitigated?
 - d. Will the CHSRA adhere to Greater Gardner NAC guidelines on truck weight restrictions during the construction process? If so what is the

implementation plan and how will this be enforced? If not, what mitigations will be utilized?

21. GGC Fuller Park/Plaza: The current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan² #3, Improve and maintain open space along Fuller Avenue? Note that Fuller Ave is directly adjacent to Caltrain tracks, and costs have already been borne by Greater Gardner NAC.
- How will either an additional fenced barrier, or grade separations specifically maintain or improve Fuller park/Plaza?
 - How will the CHSRA alignment maintain the current location of Fuller Park/Plaza, given that a comparable park space is not located nearby? If not where will a replacement park be located? How will CHSRA propose to mitigate the loss of 2 acres of parkland in an area that is fully developed?
 - Irrigation- Will a new HST fenced barrier or grade separations compromise existing or future irrigation systems for Fuller Park/plaza and if so, will Greater Gardner Neighborhood Action Coalition be compensated for existing or future damage?
 - Fencing- will fencing along Fuller park, immediately adjacent to the Caltrain ROW erected as part of the Greater Gardner NAC improvements to Fuller park be compromised by HST additional fenced barrier and/or grade separations?
 - Please evaluate the above costs/mitigations for Fuller park for each of the alignment alternatives including bypassing Greater Gardner neighborhood.

3.7.4 (pg3.7.42) Moreover, portions of the alignment alternatives would be on aerial structures or in tunnels, allowing for vehicular or pedestrian access across the alignment alternatives.

- There is an asphalt walkway project along the south side of Virginia street, described in City of San Jose Strong Neighborhoods Initiative Greater Gardner Neighborhood Improvement Plan² page 34 Railroad Crossings.
 - Will this need to be redone/reworked, and who decides? When will the evaluation of designated rework take place, and by whom? Will CHSRA bear the costs for any rebuild?
 - Will the city or Greater Gardner be compensated for damage to project incurred by HSR, requiring planning and implementation of rework by Gardner community or will CHSRA manage the rework entirely? What is the approval mechanism for the work?
 - If vehicular at grade crossing at W Virginia is close, how will the CHSRA propose to provide pedestrian access to both ends of W Virginia?

2. The City of San Jose Strong Neighborhoods Initiative Greater Gardner Neighborhood Improvement Plan² action step #8d (page 53) states: “Improve Neighborhood Pedestrian Crossings.
 - a. Will pedestrian access across any alignments be coordinated with Greater Gardner objectives to “Calm Neighborhood Traffic and Increase Pedestrian convenience”?
 - b. Will HSR impact any enhanced crosswalks in Greater Gardner that occur on Caltrain tracks (or other chosen HSR route tracks) surrounding Virginia, Bird and Delmas? If so, how so?
 - c. Will pedestrian access studies be completed in Greater Gardner prior to pedestrian or vehicular access across the HST alignment to gauge impacts? If so, which agency will execute these studies and how will the results be communicated to the city and residents? Will the outreach occur in Spanish also?
 - d. How will pedestrian access be handicapped enabled (with handicapped ramps) as specified in #8d? What will be the accommodations for guide dog?
 - e. What are the plans of CHSRA for highly visible crosswalks to coordinate with GGC action plan?

3.7.4 (pg 3.7.42) The Authority has also adopted strategies for HST station location options that would incorporate transit oriented design and smart growth land use policies

1. Since Greater Gardner residential neighborhood is less than one mile from Diridon HST station, how does transit oriented design and smart growth land use apply to Greater Gardner specifically? What is the exact meaning of “transit oriented design and smart growth”?
2. Does the fact that an HST station is being built at Diridon station mean that all San Jose residents are defacto enrolled in a “smart growth” strategy? Will this be voted on by the citizens?
3. What are the smart growth impacts to the following, and how will these impacts be communicated to residents? Will there be community outreach in Spanish?
 - a. Parking and transportation for existing Greater Gardner residents
 - b. Crime and a need for more policing due to the increase in visits to Diridon area above what is specified in the City of San Jose Strong Neighborhoods Initiative, Greater Gardner, Nov 2007 Greater Gardner Neighborhood Improvement Plan Amendment¹

3.7.5 (pg 3.7.42) in many cases local plans and ordinances do not address transportation options such as the HST system.

While the Greater Gardner Strong Neighborhoods Initiative Action Plan does not specifically address HST, it does address many of the *impacts* of HST in the City of San Jose Strong Neighborhoods Initiative, Greater Gardner, Nov 2007 Greater Gardner Neighborhood Improvement Plan Amendment top 10. What are CHSRAs plans to mitigate the following impacts which are addressed in plans for Greater Gardner, San Jose? Specifically,

1. Repair/Reconstruct Deteriorated Streets, Sidewalks and Related Systems (many of which are at or near Caltrain ROW, and likely any other proposed routes for HSR)
2. Increase Neighborhood and Public Safety (concerns with blight caused by grade separations dividing Greater Gardner)
3. Distinguish Greater Gardner with Gateways and Streetscape improvements, and lighting
4. Enhance parking, traffic circulation and pedestrian safety
5. Explore and Implement house painting, Rehabilitation, Vintage housing preservation
6. Improve Neighborhood Open Space (this will be greatly diminished with HST)
7. Mitigate Neighborhood Noise Levels (definite concern with HST)
8. Increase Parks and Rec and Neighborhood services around Gardner Community Center
9. Increase Code Enforcement
10. Reduce Neighborhood Traffic impacts (definite concern with HST)

3.7.5 (pg 3.7.42) In addition, many local land use plans and ordinances have not been updated for several years, though they may be updated over time to acknowledge and support implementation of a HST system. The potential for land use incompatibility is considered significant at this programmatic level due to the uncertainties involved; however, such impacts may not be realized over the 20- to 25-year time horizon for implementing the HST system.

The most recent document available for Greater Gardner planning is the City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹, updated November 2007 (used to prepare many of these questions). From EIR Chapter 14, Sources Used in Document Preparation, documentation used to prepare Section 3.7, Land Use and Planning, Community and Neighborhoods, Property and Environmental Justice, listed below, featured **no** documents created on or after November 2007, and used the *City of San Jose 2020 General Plan adopted August 16, 1994*, as well as the *US Census Bureau data from 2000*. Therefore the Greater Gardner planning documents are more current than the documents used to create the program EIR.

1. The Greater Gardner coalition neighborhoods has up to date planning data available from 2007 in its neighborhood improvement plan. What is the implication of using obsolete planning documents in CHSRAs analysis?
2. What is the mitigation plan for land use incompatibilities between Greater Gardner action plan and CHSRA in the event of a planning error made by CHSRA based on their use of obsolete planning documents from the City of San Jose?

3.7.5 (pg 3.7.42) A Land Use Compatibility

Local land use plans and ordinances would be further considered in the selection of alignment alternatives and station location options. Project-level review would consider consistency with existing and planned land use, neighborhood access needs, and multi-modal connectivity opportunities.

---Work with local governments to consider local plans and local access needs and to apply design practices to limit disruption to communities.

---Work with local governments to establish requirements for station location option area plans and opportunities for transit-oriented development.

1. Please describe the consideration process that CHSRA used regarding Greater Gardner land use plans, and Neighborhood Action Plans with respect to the chosen Pacheco alternative route.
 - a. What will be the project level reviews undertaken for Greater Gardner community, and will the the results of these reviews be published? Consistency with existing and planned land use guidelines are specified in City of San Jose Strong Neighborhoods Initiative, Greater Gardner, Nov 2007 Greater Gardner Neighborhood Improvement Plan Amendment¹ but do not appear to be addressed in the program EIR/EIS (and any Greater Gardner planning documents were not referred to in the program EIR/EIS).
 - b. Which local government agencies representing Greater Gardner community, San Jose worked with CHSRA to consider local plans and local access needs for HST such that the design would limit disruption to Greater Gardner? Are there any records of these meetings and what was determined?
 - c. Which local governments representing Greater Gardner community, worked with CHSRA on opportunities for transit-oriented development for HST? Did these transit oriented development meetings with Greater Gardner representatives coordinate HST planning with Greater Gardner LRT drop off area, documented as Action #13, City of San Jose Strong Neighborhoods Initiative Greater Gardner Jan 2002² (pg 59)? Are there any records of these meetings and what was determined?
 - d. If the HST transit oriented development planning is in conflict with the Greater Gardner transit oriented planning, related to the LRT dropoff area

or others, what is the mediation plan? Which agency decides the amt of loss, if any?

3.7.5 (pg 3.7.43) B Communities and Neighborhoods

Alignment alternatives would be further refined in consultation with local governments and planning agencies, with consideration given to minimizing barrier effects in order to maintain neighborhood integrity. Potential mitigation strategies to reduce the effects of any new barriers would be considered at the project-level environmental review and could include grade separating planned rail lines and streets, new pedestrian crossings, new cross-connection points, improved visual quality of project facilities, and traffic management plans to maintain access during and after construction.

1. Please explain how each of the different vertical track alignments (i.e. tunnel, trench, track at grade, elevated track), and bypass neighborhood potentially divide (or connect) the community, in comparison to the Greater Gardner Neighborhood Action Plan policies. What is the likelihood that the the at-grade and elevated options will create division of the community?
 - a. Please outline measures to demonstrate how such a project can enhance the community by providing attractive connections and interactions between neighborhoods (Gardner, Willow Glen to the south and Downtown San Jose to the north), commercial areas, schools, and open spaces/parks.
 - b. Outline strategies to avoid total isolation of Greater Gardner neighborhoods, if sandwiched between elevated HSR tracks to the south and 280 to the north.
2. How would CHSRA plan to involve Greater Gardner NAC during the project level environmental review to decide any mitigation strategies for a new barrier? Will there be community involvement? Will there be community outreach in Spanish for this determination?
3. Which new pedestrian crossings and cross connection points are being considered for the Greater Gardner area, and how will those additions to the neighborhood impact the City of San Jose Strong Neighborhoods Initiative, Greater Gardner, Nov 2007 Greater Gardner Neighborhood Improvement Plan Amendment¹ top ten #4 (parking, traffic circulation and pedestrian safety) and #10 (reduce neighborhood traffic impacts)? Have there been any studies to evaluate new pedestrian crossings and cross connection points for Greater Gardner neighborhoods and their impacts? How will the community outreach be developed? Will community outreach of these changes occur in Spanish as well as English?
4. What is meant by “improved quality of project facilities” and traffic management plans as it pertains to Greater Gardner neighborhood during and after construction? What constitutes an improved quality of project facilities? What is the baseline metric from which these improvements were generated? Where was it last used? Are the results of those studies published and available to residents of GGC?

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5. What is the impact of HSR traffic management plans on the City of San Jose Strong Neighborhoods Initiative, Greater Gardner, Nov 2007 Greater Gardner Neighborhood Improvement Plan Amendment¹ top 10 #10 Reduce Neighborhood Traffic Impacts? Are these two initiatives in conflict? If so, what is the mitigation plan?

¹City of San Jose Strong Neighborhoods Initiative, Greater Gardner, Nov 2007 Greater Gardner Neighborhood Improvement Plan Amendment

²City of San Jose Strong Neighborhoods Initiative Greater Gardner Jan 2002 (original plan)

3.9 Aesthetics and Visual Resources

(pg 3.9-19) San Jose to Central Valley Corridor

The following paragraph refers to the Greater Gardner section of San Jose (small urban neighborhood),

The line would run on an elevated structure up to 45 ft (13.7 m) tall until it crosses I-280, where it would descend to a retained fill section alongside the existing UPRR and Caltrain's Gilroy service. It would pass through a traditional small urban neighborhood before passing over SR 87 and ascending to an aerial alignment past the Tamien station. The retained fill and aerial sections would be a low visual impact on the surrounding landscape, creating shadow impacts on residential areas immediately adjacent to the right-of-way.

1. How would visual impacts vary with different vertical track alignments, on either the Caltrain ROW or any other potential track alignments through Greater Gardner? Which vertical track alignments can reduce visual impacts for the Greater Gardner neighborhood- taking into account the visual impacts of the "catenary" electrified system and associated retaining walls, which could potentially be 20 feet above grade even in the retained fill areas (not to mention the aerial entrance points into Gardner)?
2. Considering that Greater Gardner is a small regional area with 2 elevated structures entering the neighborhood (87 and 280 overpass) - and adding the catenary system to the included impact, please elaborate as to why this would be considered a low visual impact. A tall elevated structure on most of the route through Greater Gardner would appear to be a high visual impact.
3. Please provide detail for visibility of the structure from homes, parks and schools in the Gardner neighborhood, for any potential routes through Greater Gardner. Will the overhead structure including catenary system be visible from,
 - a. Biebrach Park
 - b. Gardner School
 - c. Gardner Community Center
 - d. 1.5 blocks from tracks- Hull and W Virginia
 - e. 2.5 blocks from tracks- Atlanta/Riverside and Brown
 - f. Coe Street
 - g. Willow Street

Neighborhood Lighting: *From City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan² #23, "Improve Neighborhood Lighting", An evaluation of neighborhood lighting levels occurred in Greater Gardner neighborhood coordinated with residents and the City of San Jose Dept of Public Works.*

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1. After any HSR implementations, will the neighborhood lighting evaluation be rendered obsolete and if so, what is the mitigation plan?
 - a. When will the assessment occur as to Greater Gardner lighting levels? Will this occur during the construction process and if not, does that mean Greater Gardner neighborhood may potentially have inappropriate lighting during the entire multi year construction process? Is there a mitigation plan for Greater Gardner neighborhood and residents in the event of inappropriate lighting levels for an extended period of time? Is there an appeals process?
 - b. Since neighborhood lighting levels will likely fluctuate during any HSR construction process and upon final implementation of the train schedule, will CHSRA assess lighting levels in Greater Gardner at multiple times/frequencies during the period? Will Greater Gardner neighborhood be compensated in some way for each necessary lighting manipulation? Who determines when a lighting assessment needs to occur?
 - c. In the event that CHSRA decides to conduct neighborhood lighting assessments themselves as mitigation, will the City of San Jose dept of public works be involved, as was the case in the first survey?
 - d. For any residents whose homes are located at or near the construction zone, if excessive lighting is required, Is there a mitigation plan for residents that need to acquire new black out curtains, etc? Who decides if this is necessary and is there an appeals process?
2. What will be the impacts of the headlights of the high speed trains after dark? Will they sweep residents windows along the S-curves in the Greater Gardner Neighborhood, or any windows close to the track if the right of way is expanded? What is the mitigation plan to prevent light pollution to those residents?
3. What is mitigation for light pollution for Lick Observatory?

(pg 3.9-21) Historic Buildings, Neighborhoods, Landscapes

There is no mention of the Greater Gardner neighborhood in the Aesthetics and Visual Resources chapter (although there is some discussion of Diridon station). The current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #3 (Distinguish Greater Gardner with Gateways and Streetscape Improvements), #5 (Vintage Housing Preservation) and City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan² #6 (W Virginia Streetscape), #7 (Delmas Streetscape), #15 (Create Neighborhood Gateways), #16 (Improve Willow Street Properties and Landscape) are all current City of San Jose NAC initiatives that address the Aesthetics and of the Greater Gardner Neighborhood.

1. Streetscapes- Lighting: Greater Gardner has implemented the following pedestrian scale lighting as an implementation of the Streetscape initiatives,

above. How will the lighting provided by High Speed Rail impact the streetscape lighting for each of the areas listed below? Will there be a mitigation plan for Greater Gardner in the event that streetscape lighting is rendered ineffective, due to the overhang of the train lighting? Will CHSRA work with DOT or SJDPW on these mitigations? Please include analysis for any route considered through Greater Gardner as well as the Caltrain route.

- a. Pedestrian Scale streetlights – Gregory Plaza trailhead #3b addendum
- b. Pedestrian Scale streetlights – W Virginia/Gregory Plaza double acorn lights #3a addendum
- c. Pedestrian Scale streetlights – Fuller Park (note that this park is immediately adjacent to Caltrain ROW) #3d addendum
- d. W Virginia Streetscape – Lighting #6e
- e. Delmas Streetscape – Lighting #7e
- f. LRT drop off area – Lighting #13d

2. Streetscapes- Gateways: Greater Gardner has implemented the following neighborhood gateways as an implementation of the Streetscape initiatives, above. How will the lighting and imposing structures provided by High Speed Rail impact the streetscape gateways for each of the areas listed below? Will there be a mitigation plan for Greater Gardner in the event that gateways are rendered ineffective, because the train impedes the scenery/neighborhood feel? Please include analysis for any route considered through Greater Gardner as well as the Caltrain route.

- a. Gateway at Bird at W Virginia Street *, East towards Gregory Plaza #3a addendum
- b. Gateway at Bird at W Virginia Street * West towards Biebrach park #3a addendum
- c. Willow Street at Delmas * #16c
- d. Willow Street at Bird * #16c

* Selected Neighborhood Improvements Map, pg 18, City of San Jose Strong Neighborhoods Initiative Greater Gardner ²

3. Vintage Housing and Neighborhood: The current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #5c Ensure that architecture for proposed new projects remains consistent with neighborhood character tries to maintain the vintage feel of the neighborhood of late 1800s and early 1900s homes in Greater Gardner. What are the impacts to this initiative, and all the work previously undertaken, of High Speed Rail various track alignments, on all proposed routes through Greater Gardner?

- a. Is there any way that High Speed Rail can be implemented as consistent with character of Greater Gardner? If so, how so for each track alignment and potential route (3d visualization technology would be nice here)?

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- Will CHSRA follow the same criteria for design guidelines set forth by Greater Gardner NAC?
- b. If High Speed Rail cannot be implemented in a consistent manner with Greater Gardner character, what is the mitigation plan for the Gardner Neighborhood, and is there an appeals process?
 - c. If High Speed Rail cannot be implemented in a consistent manner with Greater Gardner character, what is the mitigation plan for Greater Gardner homeowners, assuming the neighborhood character declines as a result of HSR?
 - d. What about fencing and other related impacts and their implementation (apart from the main structure, catenaries etc), can those be implemented as consistent with character of Greater Gardner? If so, how so for each track alignment and potential route (3d visualization technology would be nice here)? Will CHSRA follow the same criteria for design guidelines set forth by Greater Gardner NAC?
 - e. If High Speed Rail fencing and related impacts cannot be implemented in a consistent manner with Greater Gardner character, what is the mitigation plan for the Gardner Neighborhood, and is there an appeals process?
4. Vintage Housing and Neighborhood, Existing Grade Separations: The current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #5c Ensure that architecture for proposed new projects remains consistent with neighborhood character tries to maintain the vintage feel of the neighborhood with the heritage grade separations through Greater Gardner. What are the impacts to this initiative, and all the work previously undertaken, of High Speed Rail various track alignments, on all proposed routes through Greater Gardner?
- a. Greater Gardner currently features historically accurate 1930s grade separations for Caltrain which add to the historic feel of the community. How will HSR impact these historic structures and their place in the neighborhood? Will they need to be removed to make way for new HSR grade separations and if so, will the new grade separations degrade the historic feel of Gardner that was there before? In the event this happens what is the mitigation plan?
 - b. Will CHSRA accept responsibility for moving existing grade separations to another location within the Greater Gardner?
 - c. Will there be an architectural historian on site during the construction process to ensure these structures are not damaged by vibration etc?
5. Overall Aesthetics: Evaluate the change in visual context for Greater Gardner historic neighborhood even if the buildings are not moved or directly impacted from the widened tracks, retaining/sound walls and catenary poles for each possible track alignment and possible route within Greater Gardner.

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- a. Industrial Feel: Will Greater Gardner likely develop an “industrial feel” to the neighborhood after HSR tracks are installed, irrespective of design of associated structures and trains themselves?
 - b. What metric will you use to evaluate any industrial feel to the neighborhood and any mitigations?
 - c. Fencing and other visual impacts: Address the visual impacts of components of the project other than the rail lines, trains, and catenaries, including any proposed safety fencing or walls for all possible alignments and routes through Greater Gardner.
6. Trees and Landscaping, Public- Street Trees: From City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan² pg 32: *One of the neighborhood’s most attractive visual assets is its collection of **mature street trees**. **Street trees not only improve the appearance of streets, they also establish a neighborhood character, add to property values and reduce summer temperatures. Because Greater Gardner is an older neighborhood, most streets have a planting strip between the sidewalk and the curb.***
- a. What is the impact of any possible alignments, and any possible route for HSR through Greater Gardner neighborhood on any associated street trees?
 - b. Will the City of San Jose Arborist be consulted on pruning and/or removal/relocation of any street trees?
 - c. In the event that any street trees near any potential HSR tracks through Greater Gardner need to be pruned as a part of HSR implementation, will CHSRA work with San Jose Dept of transportation on appropriate pruning? Is there a mitigation policy against value of loss for Greater Gardner neighborhood in the event of tree damage during pruning of this type? Is there an appeals process?
 - d. In the event that any street trees near any potential HSR tracks through Greater Gardner need to be removed as a part of HSR implementation, will CHSRA work with San Jose Dept of transportation regarding removal? Is there a mitigation policy against value of loss for Greater Gardner neighborhood in the event that trees need to be removed? Is relocation an option for any trees slated for removal and if so, will CHSRA pay for costs of tree relocation? Is there an appeals process against any mitigation plans for tree removal/relocation?
7. Trees and Landscaping, Private Property – Permits: The city of San Jose features a permit process for removal of any tree on private property that has a trunk circumference of 56” or greater. Assuming the various track alignments, and any potential routes through Greater Gardner will feature obtainment of private land, what is the strategy for trees that fit this description?

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- a. Will HSR file any “live tree removal application” forms with the City of San Jose?
 - b. Will any public hearings be held regarding removal of any living trees residing on private property as stipulated in the City of San Jose’s tree ordinances?
 - c. Will the City Arborist be consulted for removal of any private property trees?
 - d. In the event some trees can be relocated, is there a mitigation plan for Greater Gardner to cover the cost of tree relocation and/or any damage during the relocation process?
 - e. Will homeowners receive compensation for any removal of private property trees? Who will assess the loss value? Is there a mitigation plan for removal of private property trees as a result of HSR and if so, is there an appeals process?
8. Trees and Landscaping – Fuller Park: The following are the components of Fuller Park, identified in the City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan² pg 37 “Fuller Plaza Improvement”.
- a. Native Grasses
 - b. Low Groundcover
 - c. Flowering Plants – removal, pruning or relocation
 - d. Decomposed Granite walking path
 - e. Trees against current Caltrain ROW embankment – removal, pruning or relocation
 - f. Frontage shade trees along entrance to park – removal, pruning or relocation
 - g. Fencing
- Please provide details on any impacts to Fuller Park/Plaza related to all track alignments and potential routes through Greater Gardner, according to the visual on page 37. Will any of these need to be removed or altered if HSR is implemented with any track alignment, on any routes specified through Greater Gardner? If so, will there be a mitigation plan for any of the following attributes to the park, or will the mitigation compensate for the entire park? How will value loss be determined and by whom? Is there an appeals process?

¹City of San Jose Strong Neighborhoods Initiative, Greater Gardner, Nov 2007 Greater Gardner Neighborhood Improvement Plan Amendment

²City of San Jose Strong Neighborhoods Initiative Greater Gardner Jan 2002 (original plan)

3.13 Geology and Soils

(pg 3.13-19) San Jose to Central Valley Corridor

The Pacheco alignment is located in areas of potentially strong ground motion, and to a lesser extent, areas potentially subject to liquefaction and/or other types of seismically induced ground failure (Figures 3.13-2 and 3.13-3).

Greater Gardner Expansive Soils: Greater Gardner residents are concerned about property damage as a result of High Speed Rail construction or operations, that occur as a result of the “expansive soils” problems that are well known to the area. Many residents have needed to rebuild their foundations multiple times in the past, and others have been denied the ability to refinance their property, or obtain home equity loans (from World Savings in at least one case), specifically due to the soils and appraisal issues thereof.

From City of San Jose Strong Neighborhoods Initiative Greater Gardner Jan 2002 (original plan) ²

Soils Conditions - Expansive soils underlie large areas of the neighborhood. Effects on the public right-of-way include buckling streets and sidewalks and damaged sewers. (pg 10)

The neighborhood is located atop a former wetland, and pervasive unstable soils affect the stability of structures and paving throughout the area. In addition, the area was once an orchard, and farmers pumped groundwater heavily from the aquifer below; subsidence has been reduced by Santa Clara Valley Water District groundwater recharge policies. (pg 7)

Though Greater Gardner has strong neighborhood fundamentals, a number of factors detract from the quality of life. Most notably, unstable soils cause damage to streets, sidewalks, and homes. Houses with severely cracked foundations, and streets with dips, bumps and cracks, are visible throughout many areas of the neighborhood, negatively affecting property values. (pg 3)

Property damage to Greater Gardner structures from **train operations** as a result of soil conditions.

1. Please elucidate the impacts to Greater Gardner residents, and the Greater Gardner Neighborhood Coalition/City of San Jose (for the public structures) in event of the following types of damage instigated by the high speed rail vibrations as a result of soils issues during ongoing train operations:
 - a. Cracked Foundations
 - b. Construction damage – frame – doorjams and windows
 - c. External Stucco Damage
 - d. Damage to internal lath and plaster, or drywall and ceiling

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- e. Pipe Damage
 - f. Property Damage Inside the Home as a result of shaking
 - g. Sidewalks, curbs, gutters, sewers, roads and other public infrastructure
 - h. Community centers, schools, pools, and other public buildings
 - i. Places of worship
2. For the types of damage from (1) above, please outline the mitigations for structures at the following locations as they pertain to the HST alignments (or any other proposed alignment) including alternatives that bypass Greater Gardner Neighborhoods, and explain whether there will be a mediation or appeals process? What level of proof will be property owners be required to present?
- a. Immediately facing tracks: 350-600 block Fuller
 - b. Immediately facing tracks: Fuller ave park
 - c. Backyard facing tracks 300-500 block Jerome (even numbers)
 - d. One parcel away from tracks, 300-600 block Hull odd and Jerome 300-600 odd
 - e. Biebrach park
 - f. 3 blks from tracks: W Virginia (east of Bird) and Atlanta Ave.
 - g. Harrison St- 600 blk immediately adjacent to tracks
 - h. Harrison St- 700 blk 2 blocks from tracks
 - i. W. Virginia and Drake Street
 - j. Gregory Plaza Tot Lot and Fuller Los Gatos Creek Bridge

Property damage to Greater Gardner structures from **train construction** as a result of soil conditions.

Train construction vibration damage can be even more significant than ongoing operations due to pile drivers, large (overweight) trucks present in the neighborhood, etc.

1. Please elucidate the impacts to Greater Gardner residents, and the Greater Gardner Neighborhood Coalition/City of San Jose (for the public structures) in event of the following types of damage instigated by the high speed rail vibrations as a result of soils issues during train construction:
- a. Cracked Foundations
 - b. Construction damage – frame – doorjams and windows
 - c. External Stucco Damage
 - d. Damage to internal lath and plaster, or drywall and ceiling
 - e. Pipe Damage
 - f. Property Damage Inside the Home as a result of shaking
 - g. Sidewalks, curbs, gutters, sewers, roads and other public infrastructure
 - h. Community centers, schools, pools, and other public buildings
 - i. Places of worship

2. For the types of damage from (1) above, please outline the mitigations for structures at the following locations as they pertain to the HST alignments (or any other proposed alignment), including alternatives that bypass Greater Gardner Neighborhoods, and explain whether there will be an appeals process? What level of proof will be property owners be required to present? Because damage from construction is expected to be more significant, how will mitigations be correspondingly more significant?
 - a. Immediately facing tracks: 350-600 block Fuller
 - b. Immediately facing tracks: Fuller Park
 - c. Backyard facing tracks 300-500 block Jerome (even numbers)
 - d. One parcel away from tracks, 300-600 block Hull odd and Jerome 300-600 odd
 - e. Biebrach Park- community center, pool and playlot
 - f. 3 blks from tracks: W Virginia (east of Bird) and Atlanta Ave.
 - g. Harrison St- 600 blk immediately adjacent to tracks
 - h. Harrison St- 700 blk 2 blocks from tracks
 - i. W. Virginia and Drake Street
 - j. Gregory Plaza Tot Lot and Fuller Los Gatos Creek Bridge
 - k. Hummingbird Park
 - l. Word of Faith Church – immediately adjacent to tracks

Liquefaction

The soil condition of Liquefaction is technically different from the issue of expansive soils, above- although the impacts of each can be similar.

According to the State of California map of Seismic Hazard Zones, “San Jose West Quadrangle”, official map released Feb. 7, 2002, the Greater Gardner area of San Jose is indicated as:

An area where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693c would be required. Note that Greater Gardner area represents the highest designation for liquefaction according to the State of California official map.

ABAG Association of Bay Area Governments designation of Greater Gardner Neighborhood:

- Liquefaction Index : Liquefaction Susceptability Highest Hazard
- Shaking Index: VIII Very Strong

Source: gis.abag.ca.gov

Property damage to Greater Gardner structures from **train operations or construction** as a result of liquefaction:

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1. Please elucidate the impacts to Greater Gardner residents, and the Greater Gardner Neighborhood Coalition/City of San Jose (for the public structures) in event of the following types of damage instigated by the high speed rail vibrations as a result of liquefaction during ongoing train operations:
 - a. Cracked Foundations
 - b. Construction damage – frame – doorjams and windows
 - c. External Stucco Damage
 - d. Damage to internal lath and plaster, or drywall and ceiling
 - e. Pipe Damage
 - f. Property Damage Inside the Home as a result of shaking
 - g. Sidewalks, curbs, gutters, sewers, roads and other public infrastructure
 - h. Community centers, schools, pools, and other public buildings
2. For the types of damage from (1) above, please outline the mitigations for structures at the following locations as they pertain to the HST alignments (or any other proposed alignment), including alternatives that bypass Greater Gardner Neighborhoods, and explain whether there will be an appeals process? What level of proof will be property owners be required to present?
 - a. Immediately facing tracks: 350-600 block Fuller
 - b. Immediately facing tracks: Fuller ave park
 - c. Backyard facing tracks 300-500 block Jerome (even numbers)
 - d. One parcel away from tracks, 300-600 block Hull odd and Jerome 300-600 odd
 - e. Biebrach park
 - f. 3 blks from tracks: W Virginia (east of Bird) and Atlanta Ave.
 - g. Harrison St- 600 blk immediately adjacent to tracks
 - h. Harrison St- 700 blk 2 blocks from tracks
 - i. W. Virginia and Drake Street
 - j. Gregory Plaza Tot Lot and Fuller Los Gatos Creek Bridge
 - k. Hummingbird Park
 - l. Word of Faith Church – immediately facing tracks

Earthquakes: Existing faults and previously unknown faults

The Greater Gardner area of San Jose is buttressed by numerous earthquake faults. The San Andreas, Hayward, Calaveras and their branch faults. Additionally it appears that new San Jose faults are discovered often, i.e.

On March 30, 2009 an earthquake in San Jose uncovered a new fault, 16 miles east of the downtown San Jose (which is very close to Greater Gardner neighborhood in Seismic terms), probably a branch off of the San Andreas fault. See “Magnitude 4.3 earthquake hits South Bay; new Fault Discovered” San Jose Mercury News 3-30-2009 for details.

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During the 1989 Loma Prieta Earthquake the Greater Gardner Neighborhoods sustained significant structural damage. This included foundation and total building failure which required the demolition and rebuilding of many homes.

1. Regarding earthquakes, how would any impacts vary with different vertical track alignments, on either the Caltrain ROW or any other potential track alignments through Greater Gardner? Which vertical track alignments can reduce potential damage impacts for the Greater Gardner neighborhood in the event of a forceful quake from any nearby fault?
2. Would the existence of an elevated structure through the center of Greater Gardner where the Caltrain tracks are now create the possibility of a “Cypress structure effect” *within* the Greater Gardner neighborhoods in the event of a powerful earthquake? The Cypress structure was an elevated freeway built on somewhat unstable soils that collapsed in the Loma Prieta earthquake killing many people in 1989. Would this possibility exist with any other route alignments and/or vertical track alignments that are being considered for HSR?
3. Please elucidate the effects of a major earthquake on the High Speed Rail infrastructure you intend to install in the Greater Gardner Neighborhood, given the soils conditions, should a high magnitude quake (Loma Prieta or Northridge scale) occur on one of the following closeby faults, for every potential vertical track alignment or potential route choice through Greater Gardner.
 - a. Calaveras
 - b. Calaveras branch (the new one, above)
 - c. Hayward
 - d. San Andreas
 - e. Any other faults in the area
4. For the analysis conducted for (3) above (major earthquake, various faults, various alignments for HSR), including alignments that avoid Greater Gardner neighborhoods, please outline the impacts and/or any mitigations for property damage to the following locations within Greater Gardner:
 - a. Immediately facing tracks: 350-600 block Fuller
 - b. Immediately facing tracks: Fuller ave park
 - c. Backyard facing tracks 300-500 block Jerome (even numbers)
 - d. One parcel away from tracks, 300-600 block Hull odd and Jerome 300-600 odd
 - e. Biebrach park
 - f. 3 blks from tracks: W Virginia (east of Bird) and Atlanta Ave.
 - g. Harrison St- 600 blk immediately adjacent to tracks
 - h. Harrison St- 700 blk 2 blocks from tracks
 - i. W. Virginia and Drake Street
 - j. Gregory Plaza Tot Lot and Fuller Los Gatos Creek Bridge
 - k. Hummingbird Park
 - l. Word of Faith Church – immediately adjacent to tracks

¹City of San Jose Strong Neighborhoods Initiative, Greater Gardner, Nov 2007 Greater Gardner Neighborhood Improvement Plan Amendment

²City of San Jose Strong Neighborhoods Initiative Greater Gardner Jan 2002 (original plan)

Section 3.16 Cultural Resources

Prehistoric Archeological Resources: Native American sites.

1. The Tamien triblet of the Ohlones resided throughout this area. A significant Native American burial site was discovered during construction of the Hwy 87 freeway. Located on the east side of Tamien Station, a partial archeological excavation was made at the time of the freeway and LRT construction. The full extent of the burial site is not known.

- a. How will CHSRA protect this site?
- b. How will construction workers and equipment operators be trained to recognize when the known site has been discovered?
- c. How will they identify additional portions of the site?
- d. How will construction schedules be designed so qualified archeological anthropologist may examine and document the materials?
- e. How much time will be set aside to document any new findings? How will the duration be determined?
- f. Will trained Native American representatives of the Ohlone tribe be on hand throughout earth movement activities in this area? If not, how will they participate in the process?

2. The Willow Street crossing of the Guadalupe River was identified by the writings of the earliest Spaniards as a significant Native American crossing of the Guadalupe River. Lands near this crossing have a high possibility of Native American artifacts or additional burial sites.

- a. How will construction workers and equipment operators be trained to recognize when a site has been discovered?
- b. How will construction schedules be designed so qualified archeological anthropologist may examine and document the materials?
- c. How much time will be set aside to document any new findings? How will the duration be determined?
- d. Will trained Native American representatives of the Ohlone tribe be on hand throughout earth movement activities in this area? If not, how will they participate in the process?

3. The Guadalupe River forms the eastern boundary of the Greater Gardner Coalition (GGC) Neighborhoods. Earliest maps and research papers analyzing early Spanish writings suggest that land generally to the east of Delmas Avenue was a maze of rivulets, islands, willow stands, and swamps. Historic Spanish writings describe the area as abundant in wildlife. Native American sites are a possibility through this area.

- a. How will construction workers and equipment operators be trained to recognize when a site has been discovered?
- b. How will construction schedules be designed so qualified archeological anthropologist may examine and document the materials?
- c. How much time will be set aside to document any new findings? How will the duration be determined?
- d. Will trained Native American representatives of the Ohlone tribe be on hand throughout earth movement activities in this area? If not, how will they participate in the process?

Pre-historic Archeological Resources: Mammoths.

1. Bones of a pre-historic mammoth have been found in the stream bed of the Guadalupe River north of San Jose airport. The area between roughly Delmas Avenue and the current Guadalupe River channel was the historic trace of the the Guadalupe River, which was a year-round river fed by springs at the time of Spanish discovery. Given the prior discovery, there is the possibility of finding similar remains in this area.

- a. How will construction workers and equipment operators be trained to recognize when prehistoric animal remains been discovered?
- b. How will construction schedules be designed so qualified archeological paleontologist may examine and document the materials?
- c. How much time will be set aside to document any new findings? How will the duration be determined?
- d. Which agency or organization will evaluate the materials for significance?

Historic Archeological Resources: Chinese camps.

1. The Greater Gardner Coalition (GGC) Neighborhoods straddle City of San Jose's Pueblo Lands and Rancho San Juan Bautista. During the Early American period, these lands were acquired by a few settlers, cleared of Willow trees and farmed. Historic State agricultural reports and newspaper articles describe the hops plantings and the initiation of the silk industry on these lands. A silk factory was located between Fuller and Riverside Avenues. Many workers were required for the silk industry and Chinese workers were preferred. State agricultural reports suggest that the crews lived on the lands, rather than commuting from San Jose's Chinatowns. In the 1870s the silk industry collapsed and the properties reverted to the Odd Fellows Savings Bank of San Francisco. Some Chinese workers stayed to work on local farms and operate a Chinese Laundry on Willow Street. Census records suggest there were many Chinese households within the area, with at least one man taking the last name of Coe; Coe was a major property owner who lost property with the silk industry collapse. Based on these various records, some believe there may be relics from a large 1870s Chinese camp in the GGC neighborhoods.

- a. How will construction workers and equipment operators be trained to recognize when a site has been discovered?
- b. How will construction schedules be designed so qualified archeological anthropologist may examine and document the materials?
- c. How much time will be set aside to document any new findings? How will the duration be determined?
- d. Which agency or organization will be responsible for determining whether artifacts are significant prior to further disturbing the location?

Cultural Resources: Historic Buildings

1. The San Jose Redevelopment Agency Strong Neighborhood Initiative Greater Gardner Strategic Plan 2002, revised 2007 used a community process, approved by the City Council of San Jose, and identified goals for the GGC Neighborhoods. Among the top ten goals, Goal 5 identified preservation of the historic properties and GGC's historic context as critical to improving the blighted conditions within the neighborhoods. One component of the goal is a plan to conduct a historic survey in preparation for creating a possible historic conservation

district. Within a historic conservation district, individual properties may not qualify for State or National register, but are contributing structures to the context of the conservation area.

The GGC Neighborhoods were a unified neighborhood until sliced by the Southern Pacific ROW, completed in 1936. Most homes in the neighborhood were constructed between 1880 and 1930 with architecture representative of each decade.

- a.. How will CHSRA coordinate with City of San Jose the identification and evaluation of historic properties within the Greater Gardner and the nexus of the High Speed Rail right of way?
- b. How will historic evaluators be selected?
- c. Will consultants with knowledge of the unique history of San Jose, GGC neighborhoods, and local historic resources receive hiring preference over those without this knowledge or resources?
- d. What metrics will the CHSRA use to determine the level of environmental significance of properties that are identified as qualified for the City of San Jose's historic inventory but not for the Federal or State registers?
- e. What distance from the ROW will be used to consider historic buildings? How was this distance selected?
- f. If a structure is identified as qualified for the State or National register, what range of mitigations for loss or damage will be offered? What agency will determine the mitigation? What appeal process will be available?
- g. If a structure is identified as eligible for the city's historic inventory or as a candidate for city landmark status, what range of mitigations for loss or damage will be offered? What agency will determine the mitigation? What appeal process will be available?
- h. If a structure is identified as important for maintaining the context of the a conservation district, but not individually important, i.e. a contributing structure, what range of mitigations will be offered? What agency will determine the mitigation? What appeal process will be available?

2. Historic homes in the GGC Neighborhoods were primarily built prior to 1930. Most walls are constructed of plaster and lath. Many have stucco exteriors. Dimensions of windows and doors are not the same as contemporary construction. Woodwork was custom milled by artisans and craftsmen. Some have feature windows or leaded glass. Considering the possible impacts of construction (e.g. pile driving, vibration of equipment, etc.) on these historic homes:

- a. what distance from the HSR ROW will qualify for mitigations/repairs?
- b. what mitigation repairs will be offered to homes within the nexus of the ROW?
- c. Will damage to foundations, stucco, and plaster and lath walls be covered?
- d. Will the mitigations offered vary according to the age, the historic category?
- e. Will mitigation repairs be with custom made and like materials, or will property owners be required to accept modern replacements, e.g.. dry wall, new window or door dimensions, plain (not feature) window panes, or manufactured trim?
- f. What levels of proof will be required of property owners?
- g. What agency will make the determination?
- h. What appeal process will be available?

3. Considering the long-term effects of the operation of HST, e.g. vibration, noise, etc.
 - a. What distance from the HSR ROW will qualify for mitigations/repairs?
 - b. What mitigation repairs will be offered to homes within the nexus of the ROW?
 - c. Will damage to foundations, stucco, and plaster and lath walls be covered?
 - d. Will the mitigations offered vary according to the age, the historic category?
 - e. Will mitigation repairs be with custom made and like materials, or will property owners be required to accept modern replacements, e.g.. dry wall, new window or door dimensions, plain (not feature) window panes, or manufactured trim?
 - f. What levels of proof will be required of property owners?
 - g. What agency will make the determination?
 - h. What appeal process will be available?
4. Considering the noise of the HST operation:
 - a. Within what distance from the HSR ROW will properties qualify for mitigations?
 - b. What appeal process is available for those beyond those distances?
 - c. What types of sound-proofing will be offered so that historic homes will maintain their historic integrity?
 - d. Will the types of sound-proofing vary according to whether the structure is eligible for the National or State registers, City Landmark, City Historic inventory, or contributing structure?
 - e. What metrics will be used to determine whether the impacts will constitute a “taking”?
5. If a home built before W.W.II is identified as in the path of the new ROW:
 - a. What structure relocation options will be offered?
 - b. How will those options contribute to the GGC Strategic Goal #5 to maintain and preserve the historic context of the neighborhood?
 - c. How will the relocation options vary based on the age of the property, structural design, and whether it qualifies for the National or State register, City landmark status, City historic inventory or contributing structure to a future conservation district.
 - d. If the property owner declines to relocate the structure, what actions will CHSRA take to ensure that the historic structural resource is not lost to the Greater Gardner Neighborhoods and the City of San Jose at large?
- 6.. Considering that a portion of the GGC neighborhoods have been identified at risk of blighted conditions,
 - a. To what extent will the impacts of the High Speed Rail increase the risk of blight?
 - b. How will increased risk of blight place the historic properties at greater risk?
 - c. What metrics will be used to identify this level of risk and its environmental significance?
 - d. How was this metric selected?

Cultural Resources: Historic Structures and Features

The SPRR grade separators were constructed between 1934 and 1936. The structures were distinctive and representative of industrial architectural of the time period. Each contained a SPRR medallion. They provide a historic context to the ROW which bifurcated the GGC Neighborhoods.

1. The grade separator at Delmas Avenue within GGC neighborhoods retains the original 1934-36 architecture and Southern Pacific RR medallions.
 - a. How will the CHSRA work to retain design features of this structure?
 - b. If the overpass must be replaced, will CHSRA use a design that is reminiscent of the original? If not, why not? If a modern design is installed, how will the modern design contribute to the historic context of the neighborhood?
 - c. How will the Southern Pacific medallions be removed, protected, and stored during construction?
 - d. Will the SPRR medallions be re-installed on the grade separators? If not replaced, why not?
 - e. If not reinstalled, what mitigation will be offered for the loss of this beloved historic resource and its context?
2. Several of the grade separators south of Diridon Station have the original Southern Pacific RR medallions.
 - a. Will these medallions be re-installed on the grade separators?
 - b. How will these SPRR medallions be removed, protected, and stored during construction?
 - c. If these medallions will not be reinstalled, why not?
 - d. If they are not reinstalled, what mitigations will be offered for the loss of these beloved historic resources?

Bibliography

<http://www.strongneighborhoods.org/GreaterGardner06.asp>

http://www.strongneighborhoods.org/Plans_06/GreaterGardnerNeighborhoodImprovementPlanAmendment.pdf

Communication Hill EIR, City of San Jose

Lowell, John Bean, The Ohlone Past and Present, Native Americans of the San Francisco Bay Region, (1994).

San Jose Historic Inventory

http://www.sanjoseca.gov/planning/historic/pdf/Historic_Resources_Inventory.pdf

3.16 Section 4(f) and 6(f) Resources (Public Parks and Recreation)

“Section 6(f) directs DOI to ensure that replacement lands of equal (monetary), location, and usefulness are provided as conditions to such conversions. Consequently, where such conversions of Section 6(f) lands are proposed for transportation projects, replacement lands must be provided.”

“California statutes similarly require replacement lands....a public agency that acquires public parkland for nonpark use must either pay compensation that is sufficient to acquire substantially equivalent substitute parkland or provide substitute parkland or comparable characteristics.” (Program Level EIR, pg. 3.16-2)

There are four existing parks through the Greater Gardner neighborhoods, one school with grounds used as a park and two proposed parks which could be impacted by the proposed HSR route through the Greater Gardner neighborhood. Please evaluate the possibility of replacing or expanding park area along Fuller Avenue in conjunction with an underground configuration. The lack of open space within the neighborhood is one of the challenges cited in the Greater Gardner Plan 2002 (revised 2007).

The park which will be most directly impacted by the proposed HSR route is Fuller Park which lies between Fuller Avenue and the existing Caltrain Tracks. After many years of work, this park has recently been completed at a cost of \$850,000. Immediately adjacent to the Caltrain ROW are large old growth evergreens that provide aesthetics, habitat (including Raptors), shade and some noise mitigation - an incredible sense of tranquility to a busy neighborhood. Please evaluate the varying impacts (in terms of property, noise, vibration, aesthetics and usability) on the park which would result from a train alignment in each these 5 alignments: at grade, elevated, in a trench or underground, and bypassing the Greater Gardner neighborhoods, including loss of use of park during construction. If Fuller Park or parts of it are lost to provide a path for the HSR, what compensation to the neighborhood will be provided since there is not comparable open space available within the neighborhood? If removal of trees becomes necessary, what form of mitigation will be offered for all impacts? If there is no comparable open space on which to create a replacement park, does this become an issue of Environmental Justice? If parts of Fuller Park are lost to the HSR path, please list all measures possible to create beautification for a possible sound wall and remaining parts of the park. What will be the time frame for creating these measures and how will the community be notified and involved? What will be the appeals process?

Biebrach Park is the largest and most heavily used neighborhood park. Significant recent improvements including new community center, rebuilt pool, fencing, childrens play area, bathrooms etc. cost upwards of \$8 million. It is within one block north of the current Caltrain track. It includes a heavily used community center, soccer field and swimming pool, and tot lot. Taking into account the unstable soils in the neighborhood as documented in the Greater Gardner Plan 2002 (rev 2007), please evaluate especially with regards to noise, vibrations, and usability the varying impacts on the park and swimming

pool which would result from a train alignment in each of these five alignments: at grade, elevated, in a trench or underground, or bypassing the Greater Gardner neighborhoods, including loss of use during construction. Please list all measures possible to mitigate the impacts for the five scenarios. Please also evaluate this in terms of environmental justice issues.

Gregory Tot Lot is located in the far west corner of Gregory Plaza between Gregory Street and the I-280 sound wall. This park is heavily used and severely impacted by freeway noise. Please evaluate especially with regards to noise and vibrations, the varying impacts on the park which would result from a train alignment in each of these five scenarios: at grade, elevated, in a trench or underground, and bypassing Greater Gardner neighborhoods. Please list all measures possible to mitigate the impacts for the five scenarios. Please also evaluate this in terms of environmental justice issues.

Hummingbird is located on the corner of Fisk and Bird. This park is heavily used. Please evaluate especially with regards to noise and vibrations, the varying impacts on the park which would result from a train alignment in each of these five scenarios: at grade, elevated, in a trench or underground, and bypassing Greater Gardner neighborhoods. Please list all measures possible to mitigate the impacts for the five scenarios. Please also evaluate this in terms of environmental justice issues.

Gardner Academy playing fields are heavily used by a children's neighborhood soccer league and baseball league. Please evaluate especially with regards to noise and vibrations, the varying impacts on the park which would result from a train alignment in each of these five scenarios: at grade, elevated, in a trench or underground, and bypassing Greater Gardner neighborhood. Please list all measures possible to mitigate the impacts for the five scenarios. Please also evaluate this in terms of environmental justice issues.

There is also an area within the Greater Gardner Neighborhoods on which neighbors wish to build a park either for dog walking or a community garden: a city owned parcel which runs along the railroad tracks between Harrison Street and Bird Avenue. This was first identified in the Greater Gardner Plan of 2002 and reconfirmed in the 2007 revision. If this parcel is needed by the HSR, please list all possible measures which could be taken to mitigate the loss of open space on the neighborhood.

Finally, there is a parcel of land owned by the Joint Powers Authority between West Virginia and Harrison Streets along the railroad track. This area has been used as a BMX bike track by neighborhood children and viewed as a possible site for a community garden. If this parcel is needed by the HSR, please list all possible measures which could be taken to mitigate the loss of open space on the neighborhood.

In the Program-Level EIR, the only evaluative criteria used to assess impacts on parks was distance from the proposed HSR train tracks. In the project-level EIR, please also assess impact on parks in regards to noise and vibration, aesthetics and environmental justice issues. In the Greater Gardner Community, *"portions of the neighborhood have*

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been built in swamp fill...(leading to) instability.” (Greater Gardner Neighborhoods Improvement Plan, p19). Please investigate the increased vibrations resulting from the unstable quality of the soils with soil studies specific to the Greater Gardner Area.

How will the community be informed about HSR plans impacting each of these 7 parkland areas? In what languages?

Who will be the public officials with whom the HSRA will consult (pg. 3.16-21) in order to obtain concurrence about HSRA plans for the parklands in Greater Gardner? Will this include Board Members from the Greater Gardner NAC? If not, why not? Will this include the 2 city Council members for Greater Gardner? If not, why not?

Dear Mr. Dan Leavitt,

We live in the Greater Gardner Neighborhood of San Jose. We are Spanish speakers and like many residents of Gardner, we only fully understand information in Spanish. We did not receive any outreach in Spanish prior to the scoping meeting or the Greater Gardner Neighborhood meeting. There were no translators available at either meeting. There are no Spanish language materials in print or on the website. The court reporter could not take scoping questions in Spanish. There are no Spanish language materials at the Martin Luther King, Jr. Main Library of San Jose. We are insulted and very upset and object to this exclusion.

We ask the following scoping questions:

How will Spanish speakers obtain copies of the various draft reports?




How will you be sure that Spanish speakers like us receive information before each of the next meetings?

How will Spanish speakers get translated power point materials?

What form of translation will be available at the meetings?

Will translation be simultaneous with FM receivers or Alternating Spanish and English

Thank you in advance for making these necessary changes.

First & Last Name(Please print legibly)	MIKE M. MARTINEZ	Address (Please print legibly)	
Signature		Distance from Current Train Track	5086 High Av. A.A.E. 95124
First & Last Name(Please print legibly)	Irma Garcia	Address (Please print legibly)	690 Minor Ave. San Jose, Ca. 95125
Signature		Distance from Current Train Track	Two blocks
First & Last Name(Please print legibly)	Tom M. Collette Jr.	Address (Please print legibly)	690 Minor Ave. San Jose, Ca. 95125
Signature		Distance from Current Train Track	Two blocks
First & Last Name(Please print legibly)		Address (Please print legibly)	
Signature		Distance from Current Train Track	

Dear Mr. Dan Leavitt,

We live in the Greater Gardner Neighborhood of San Jose. We are Spanish speakers and like many residents of Gardner, we only fully understand information in Spanish. We did not receive any outreach in Spanish prior to the scoping meeting or the Greater Gardner Neighborhood meeting. There were no translators available at either meeting. There are no Spanish language materials in print or on the website. The court reporter could not take scoping questions in Spanish. There are no Spanish language materials at the Martin Luther King, Jr. Main Library of San Jose. We are insulted and very upset and object to this exclusion.

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What form of translation will be available at the meetings?

Will translation be simultaneous with FM receivers or Alternating Spanish and English

Thank you in advance for making these necessary changes.

DE TRINIDAD, RAFAEL	1666 CHRISTOPHER ST.
First & Last Name(Please print legibly)	Address (Please print legibly)
Signature	Distance from Current Train Track TUBENOL ENVIAS
First & Last Name(Please print legibly)	Address (Please print legibly)
Signature Maria De la Cruz	Distance from Current Train Track 1
First & Last Name(Please print legibly)	Address (Please print legibly) 49 N. 12th St
Signature Addm D. Alvarez	Distance from Current Train Track 605 hallway
First & Last Name(Please print legibly)	Address (Please print legibly) 450 Drake
Signature Harold Alvarez	Distance from Current Train Track

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How will Spanish speakers obtain copies of the various draft reports?





How will you be sure that Spanish speakers like us receive information before each of the next meetings?

How will Spanish speakers get translated power point materials?

What form of translation will be available at the meetings?

Will translation be simultaneous with FM receivers or Alternating Spanish and English

Thank you in advance for making these necessary changes

Patricia Jones First & Last Name(Please print legibly)	722 Willis Avenue, San Jose 95125 Address (Please print legibly)
Signature 	Distance from Current Train Track
First & Last Name(Please print legibly) Emma Chapman	Address (Please print legibly)
Signature 	Distance from Current Train Track
First & Last Name(Please print legibly)	Address (Please print legibly)
Signature 	Distance from Current Train Track
First & Last Name(Please print legibly)	Address (Please print legibly)
Signature 	Distance from Current Train Track

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<i>Pearl Ketrine Muck</i>	<i>335 Atlanta Avenue</i>
First & Last Name(Please print legibly)	Address (Please print legibly) <i>San Jose, CA 95125</i>
<i>Pearl Ketrine Muck</i>	Distance from Current Train Track
Signature	
<i>Erwin Anderson</i>	<i>SAN JOSE, CA 95111</i>
First & Last Name(Please print legibly)	Address (Please print legibly) <i>411 Lewis Rd. Ste. 309</i>
<i>Erwin Anderson</i>	Distance from Current Train Track <i>11</i>
Signature	
First & Last Name(Please print legibly)	Address (Please print legibly)
Signature	Distance from Current Train Track
First & Last Name(Please print legibly)	Address (Please print legibly)
Signature	Distance from Current Train Track

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First & Last Name(Please print legibly)	<u>Abhrata Hartine</u>	Address (Please print legibly)	<u>836 Delmas Ave.</u>
Signature		Distance from Current Train Track	
First & Last Name(Please print legibly)		Address (Please print legibly)	
Signature		Distance from Current Train Track	
First & Last Name(Please print legibly)		Address (Please print legibly)	
Signature		Distance from Current Train Track	
First & Last Name(Please print legibly)		Address (Please print legibly)	
Signature		Distance from Current Train Track	

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Signature <u>Dominika Ibanez</u>	First & Last Name(Please print legibly)	Address (Please print legibly) <u>403 Brown St</u>
Signature <u>Dominika Ibanez</u>	Distance from Current Train Track	
First & Last Name(Please print legibly)	Address (Please print legibly)	
Signature <u>Leticia Gonzalez</u>	Distance from Current Train Track <u>772 Palm St</u>	
First & Last Name(Please print legibly)	Address (Please print legibly)	
Signature <u>Rebecca Romero</u>	Distance from Current Train Track <u>481 Park ave apt #5</u>	
Signature <u>Manuel Martinez</u>	Address (Please print legibly) <u>565 Minor Ave SJ. 95125</u>	
Signature <u>Adriana Diaz</u>	Distance from Current Train Track <u>989 Havliss Ave</u>	

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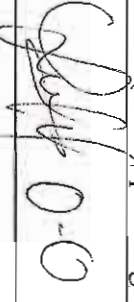

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First & Last Name(Please print legibly)	LAURA OCHOA	383 Delmas ave. San Jose
Signature		Distance from Current Train Track
First & Last Name(Please print legibly)	Araceli Correa	1105 VINE ST
Signature		Distance from Current Train Track
First & Last Name(Please print legibly)		Address (Please print legibly)
Signature		Distance from Current Train Track
First & Last Name(Please print legibly)		Address (Please print legibly)
Signature		Distance from Current Train Track

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First & Last Name(Please print legibly)	Rosario Alvarez	Address (Please print legibly)	755 Palm St
Signature		Distance from Current Train Track	
First & Last Name(Please print legibly)	Carmen E. Alvarado	Address (Please print legibly)	881 W. Mc Allister
Signature		Distance from Current Train Track	1/2 mile
First & Last Name(Please print legibly)		Address (Please print legibly)	
Signature		Distance from Current Train Track	
First & Last Name(Please print legibly)		Address (Please print legibly)	
Signature		Distance from Current Train Track	

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Maggie Flores.		Pomona Av. St. Ca. 95110.	
First & Last Name(Please print legibly)	Address (Please print legibly)		
Signature	Distance from Current Train Track		
First & Last Name(Please print legibly)	Address (Please print legibly)		
Signature	Distance from Current Train Track		
First & Last Name(Please print legibly)	Address (Please print legibly)		
Signature	Distance from Current Train Track		
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Signature <i>Georia Rodriguez</i>	First & Last Name(Please print legibly)	733 DRAKE ST SAN JOSE CA 95125	Address (Please print legibly)
Signature <i>Maria Francisco</i>	First & Last Name(Please print legibly)	459 Wilcox St San Jose CA 95125	Address (Please print legibly)
Signature <i>Petra Amaro</i>	First & Last Name(Please print legibly)	912 Palm St San Jose CA 95110	Address (Please print legibly)
Signature <i>Juan C. Angulo</i>	First & Last Name(Please print legibly)	Fort Stevens Dr San Jose 95111	Address (Please print legibly)
Signature <i>Shank</i>	First & Last Name(Please print legibly)		Distance from Current Train Track

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<u>Signature</u> Sandra Martinez	<u>Address (Please print legibly)</u>
<u>First & Last Name(Please print legibly)</u>	<u>Distance from Current Train Track</u>
<u>Signature</u> Gerardo Lopez	<u>Address (Please print legibly)</u> 563 Muzera's Ave, ST 95126
<u>First & Last Name(Please print legibly)</u>	<u>Address (Please print legibly)</u>
<u>Signature</u> [Signature]	<u>Distance from Current Train Track</u>
<u>First & Last Name(Please print legibly)</u>	<u>Address (Please print legibly)</u>
<u>Signature</u>	<u>Distance from Current Train Track</u>
<u>First & Last Name(Please print legibly)</u>	<u>Address (Please print legibly)</u>
<u>Signature</u>	<u>Distance from Current Train Track</u>

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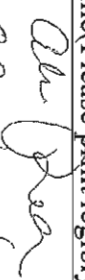
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First & Last Name(Please print legibly)	Bella Garcia	Address (Please print legibly)	225 San Jose St, SJ 95125
Signature		Distance from Current Train Track	
First & Last Name(Please print legibly)	Delina Pearson	Address (Please print legibly)	
Signature	 SS CA 622 Santa Rita DR 95136	Distance from Current Train Track	
First & Last Name(Please print legibly)		Address (Please print legibly)	
Signature		Distance from Current Train Track	
First & Last Name(Please print legibly)		Address (Please print legibly)	
Signature		Distance from Current Train Track	

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Signature	Distance from Current Train Track	
First & Last Name(Please print legibly)	Address (Please print legibly)	
Signature	Distance from Current Train Track	
First & Last Name(Please print legibly)	Address (Please print legibly)	
Signature	Distance from Current Train Track	
First & Last Name(Please print legibly)	Address (Please print legibly)	
Signature	Distance from Current Train Track	

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- Que tipo de traduccion habra disponible en las juntas?
- Habra traduccion simultanea con recibidores FM o alternando Esp#ol e Ingles?

Gracias adelantadas por hacer los cambio necesarios

Nombre y apellido (imprima legible)	Direccion
Firma <i>Veronica Rojas</i>	456 Geneva St
Nombre y apellido (imprima legible)	Direccion
Firma <i>Monica Patel</i>	1883 Boddy Wy #14 ST. Ca
Nombre y apellido (imprima legible)	Direccion
Firma <i>Veronica Lopez</i>	573 Illinois
Nombre y apellido (imprima legible)	Direccion
Firma <i>Adelita Acosta</i>	387 Jerome St
Nombre y apellido (imprima legible)	Direccion
Firma <i>Monica Limas</i>	365 Temple St
Nombre y apellido (imprima legible)	Direccion
Firma <i>Sara Navarro</i>	
Nombre y apellido (imprima legible)	Direccion
Firma	

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Nombre y apellido (imprima legible)	Direccion
<i>Abdona Corderas</i>	<i>1850 Hick Ave San Jose CA 95116</i>
Firma	
Nombre y apellido (imprima legible)	Direccion
Firma	
Nombre y apellido (imprima legible)	Direccion
Firma	
Nombre y apellido (imprima legible)	Direccion
Firma	
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Firma	

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Nombre y apellido (imprima legible)	Direccion
Firma <i>[Signature]</i>	2150 Smullen Ave #10 San Jose CA 95116
Nombre y apellido (imprima legible)	Direccion
Firma <i>[Signature]</i>	1463 Redwood San Jose, CA 95121
Nombre y apellido (imprima legible)	Direccion
Firma <i>[Signature]</i>	7108 Ruess CT ST 95139
Nombre y apellido (imprima legible)	Direccion
Firma <i>[Signature]</i>	418 Corto Rd San Jose CA
Nombre y apellido (imprima legible)	Direccion
Firma <i>[Signature]</i>	777 W. Chisum
Nombre y apellido (imprima legible)	Direccion
Firma	

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Nombre y apellido (imprima legible)	Direccion
Firma <i>LAMERINA G PEREZ</i>	489 MINOR AVE. SAN JOSE, CA. 95125
Nombre y apellido (imprima legible)	Direccion
Firma <i>FRNESTO MARTINEZ</i>	555 UNIVERSITY RD #22 SAN JOSE CA 95111
Nombre y apellido (imprima legible)	Direccion
Firma <i>TRACY MARRINER</i>	555 UNIVERSITY RD
Nombre y apellido (imprima legible)	Direccion
Firma <i>Olivia Mesa</i>	902 Delmar Ave
Nombre y apellido (imprima legible)	Direccion
Firma <i>[Signature]</i>	
Nombre y apellido (imprima legible)	Direccion
Firma <i>[Signature]</i>	3252 Rockyhurst Ln
Nombre y apellido (imprima legible)	Direccion
Firma <i>[Signature]</i>	1897 QUIMBY RD

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Nombre y apellido (imprima legible)	Direccion
Firma ESTELA MEZACHAPPA Nombre y apellido (imprima legible)	5050 Buena Vista St. San Jose, CA 95118 Direccion
Firma ZOLA RODRIGUEZ Nombre y apellido (imprima legible)	1771 W. Alameda St. San Jose, CA 95118 Direccion
Firma ROSA RODRIGUEZ Nombre y apellido (imprima legible)	490 Alameda St. San Jose CA 95112 Direccion
Firma Nombre y apellido (imprima legible)	Direccion
Firma Nombre y apellido (imprima legible)	Direccion
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Nombre y apellido (imprima legible)	Direccion
Firma <i>Victoriana Garcia</i>	
Nombre y apellido (imprima legible)	Direccion
Firma <i>Esteban Martinez</i>	853 Dolmas Ave
Nombre y apellido (imprima legible)	Direccion
Firma <i>Ed S. Ray</i>	881-1387 17th - 2nd - 1 -
Nombre y apellido (imprima legible)	Direccion
Firma <i>Gloria Ruiz</i>	405 Glen Eyrie Apt 9
Nombre y apellido (imprima legible)	Direccion
Firma <i>Eloisa Guerra</i>	2400 Cordo Terra Apt 6112
Nombre y apellido (imprima legible)	Direccion
Firma	
Nombre y apellido (imprima legible)	Direccion
Firma <i>Clara Lopez</i>	222 Nostet 16 St

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Gracias adelantadas por hacer los cambios necesarios

Nombre y apellido (imprima legible)	Direccion
Firma <i>María Elena García</i> Nombre y apellido (imprima legible)	321 W. Virginia St. Direccion
Firma <i>Lola Lopez</i> Nombre y apellido (imprima legible)	581 Avalon Ave. #4 S.J. CA 95133 Direccion
Firma <i>Diana Medina</i> Nombre y apellido (imprima legible)	727 J. W. St. #78 J. CA 95112 Direccion
Firma <i>Noyes Lopez</i> Nombre y apellido (imprima legible)	581 Avalon Ave. #4 S.J. CA 95133 Direccion
Firma <i>BLANCA VILLAFORTE</i> Nombre y apellido (imprima legible)	1364 Division Dr. Direccion
Firma <i>Max Leon</i> Nombre y apellido (imprima legible)	450 Jerome St S.J. CA 95125 Direccion
Firma <i>Deirdre Alvar</i> Nombre y apellido (imprima legible)	2130 Oxford Dr. Direccion

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Gracias adelantadas por hacer los cambio necesarios

Nombre y apellido (imprima legible)	Direccion
Firma <i>Mar Mendez</i>	2178 Alvarado Rd #299 San Jose, CA
Nombre y apellido (imprima legible)	Direccion
Firma <i>Mar Mendez</i>	1256 Compaas St. San Jose, CA
Nombre y apellido (imprima legible)	Direccion
Firma <i>Mar Mendez</i>	2175 Alvarado Rd #249
Nombre y apellido (imprima legible)	Direccion
Firma <i>Mar Mendez</i>	1177 Locust St
Nombre y apellido (imprima legible)	Direccion
Firma <i>Mar Mendez</i>	1997 Mission St
Nombre y apellido (imprima legible)	Direccion
Firma <i>Mar Mendez</i>	836 Delmas Av

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Nombre y apellido (imprima legible)	Dirección
Firma <i>Ismael Chavez</i>	<i>3680 Cape Cod Ct #7 San Jose CA 95117</i>
Nombre y apellido (imprima legible)	Dirección
Firma <i>Rosalia Valle-Lorente Lopez</i>	<i>1442 E San Fernando St SJ 95116</i>
Nombre y apellido (imprima legible)	Dirección
Firma <i>Diane Enriquez</i>	<i>1225 Plum St SJ CA 95110</i>
Nombre y apellido (imprima legible)	Dirección
Firma <i>Dora Rojas</i>	<i>456 Jerome St SJ 95125</i>
Nombre y apellido (imprima legible)	Dirección
Firma <i>Charmé Pizar</i>	<i>563.4, UNYMS SJ 95128</i>
Nombre y apellido (imprima legible)	Dirección
Firma <i>Brenda Fucini</i>	<i>536 Florentine Dr. SJ 95123</i>
Nombre y apellido (imprima legible)	Dirección
Firma <i>Asia D. Santasoz</i>	<i>124 Lincoln Ave SJ 95126</i>

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Nombre y apellido (imprima legible)	Direccion
Firma <i>Maria Gonzalez</i>	754 Willis Ave San Jose CA 95125
Nombre y apellido (imprima legible)	Direccion
Firma <i>Cirilo Gonzalez</i>	754 Willis Ave San Jose CA 95125
Nombre y apellido (imprima legible)	Direccion
Firma <i>Oscar Gonzalez</i>	754 Willis Ave
Nombre y apellido (imprima legible)	Direccion
Firma <i>Jorge Jarama</i>	754 Willis Ave
Nombre y apellido (imprima legible)	Direccion
Firma <i>Francisco Lopez</i>	754 Willis Ave
Nombre y apellido (imprima legible)	Direccion
Firma <i>Roddy Gomez</i>	684 Minor Ave 95125
Nombre y apellido (imprima legible)	Direccion
Firma	

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Nombre y apellido (imprima legible)	Direccion
Firma <i>Miguel Rosada</i>	485 W. Lincoln St. St. 04. 95125
Nombre y apellido (imprima legible)	Direccion
Firma <i>Ofelia Mollon</i>	485 W. Virginia St. CA 95125
Nombre y apellido (imprima legible)	Direccion
Firma <i>Yolanda Luna</i>	158 Graham Ave
Nombre y apellido (imprima legible)	Direccion
Firma <i>MARIA SALAZAR</i>	158 Graham Ave
Nombre y apellido (imprima legible)	Direccion
Firma <i>Martha Juan Flores</i>	765 Williams St
Nombre y apellido (imprima legible)	Direccion
Firma <i>Beatriz Pesta</i>	1020 S. Alameda St. Alt 1
Nombre y apellido (imprima legible)	Direccion
Firma <i>Ana Maria Ramirez</i>	862-S-2 nd St San Jose CA 95112

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Nombre y apellido (imprima legible)	Dirección
Firma <i>Gloria Rodriguez</i>	158 <i>Greenbush Ave</i> #10-2
Nombre y apellido (imprima legible)	Dirección
Firma <i>Patly Joana Lopez</i>	158 <i>Graham St</i> #4
Nombre y apellido (imprima legible)	Dirección
Firma <i>Jane Rodriguez</i>	1325 <i>Elano St</i> #2
Nombre y apellido (imprima legible)	Dirección
Firma <i>Dona Garcia</i>	648 <i>Minor Ave</i>
Nombre y apellido (imprima legible)	Dirección
Firma <i>Isabel Leon</i>	430 <i>Jerome St</i>
Nombre y apellido (imprima legible)	Dirección
Firma <i>Emma Alvarez</i>	384 <i>Jerome St</i>
Nombre y apellido (imprima legible)	Dirección
Firma <i>Elizabeth Martinez</i>	1128 <i>Stachut</i> San Jose #4

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Nombre y apellido (imprima legible)	Direccion
Firma <i>Paul Flores</i>	<i>752 Delmar Ave San Jose, CA 95126</i>
Nombre y apellido (imprima legible)	Direccion
Firma <i>Marcos A. G. G.</i>	
Nombre y apellido (imprima legible)	Direccion
Firma <i>Pantora Cabas</i>	
Nombre y apellido (imprima legible)	Direccion
Firma <i>Pam Martinez</i>	<i>654 Willis Ave, SJ 95128</i>
Nombre y apellido (imprima legible)	Direccion
Firma <i>Paul Bonilla</i>	<i>431 Hull Ave SJ 95128</i>
Nombre y apellido (imprima legible)	Direccion
Firma <i>Ronald Sanchez</i>	<i>684 W. NO R SJ 95115</i>
Nombre y apellido (imprima legible)	Direccion
Firma <i>He</i>	

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Nombre y apellido (imprima legible)	Direccion
Firma <i>Dan Leavitt</i>	<i>3830 Aborn Rd. St.</i>
Nombre y apellido (imprima legible)	Direccion
Firma <i>Sepulveda Maria</i>	<i>228 E Julian St San Jose</i>
Nombre y apellido (imprima legible)	Direccion
Firma <i>Bertha Vargas</i>	<i>74 W 7th St San Jose 95112</i>
Nombre y apellido (imprima legible)	Direccion
Firma	
Nombre y apellido (imprima legible)	Direccion
Firma	
Nombre y apellido (imprima legible)	Direccion
Firma	

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Firma <i>Maria Miranda</i>	1321 SHERMAN ST San Jose CA 95110
Nombre y apellido (imprima legible)	Direccion
Firma <i>Lucero Reyes</i>	573 Illinois Av San Jose CA 95125
Nombre y apellido (imprima legible)	Direccion
Firma <i>Lizveroa Carmen</i>	
Nombre y apellido (imprima legible)	Direccion
Firma <i>Silvia Gutierrez</i>	
Nombre y apellido (imprima legible)	Direccion
Firma <i>Blanca Aguirre</i>	1521 Ford Av San Jose CA 95110
Nombre y apellido (imprima legible)	Direccion
Firma <i>Rosalba Martinez</i>	982 Delmas Av San Jose CA 95128
Nombre y apellido (imprima legible)	Direccion
Firma <i>Jerry Hernandez</i>	1991 Story Rd San Jose CA 95122

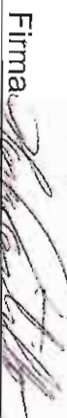

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Nombre y apellido (imprima legible)	Francisco Castillo	Direccion	853 Dolmas Ave San Jose, CA 95125
Firma			
Nombre y apellido (imprima legible)	Maria Esther Castillo	Direccion	853 Dolmas Ave San Jose, CA 95125
Firma			
Nombre y apellido (imprima legible)		Direccion	
Firma	Maria Berber	Direccion	976 Deomas Ave. San Jose, CA 95125
Nombre y apellido (imprima legible)		Direccion	800 N. Lincoln Ave #335
Firma	Stephanie Foster		St. Cr. 195780
Nombre y apellido (imprima legible)		Direccion	
Firma	Raquel Berber	Direccion	2431 Ricanada Drive #18 San Jose
Nombre y apellido (imprima legible)		Direccion	
Firma	David Ortiz	Direccion	1018 Pelitane Ave #2
Nombre y apellido (imprima legible)		Direccion	
Firma	Chavez Vazquez		

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Firma <i>Shirley Escobar</i>	
Nombre y apellido (imprima legible)	Direccion
Firma <i>Mariano Pashana</i>	225 Goodyear St #9
Nombre y apellido (imprima legible)	Direccion
Firma <i>Marcia Medina</i>	1020 S-4 Linden Av #8
Nombre y apellido (imprima legible)	Direccion
Firma <i>Maria Patricia</i>	196 Bird. Ave
Nombre y apellido (imprima legible)	Direccion
Firma <i>Cynthia Joseph</i>	722 Willis Ave
Nombre y apellido (imprima legible)	Direccion
Firma <i>Victoria Cantaneda</i>	887 State St San Jose
Nombre y apellido (imprima legible)	Direccion
Firma <i>Jessica Castaneda</i>	667 State St San Jose CA 95110

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Gracias adelantadas por hacer los cambio necesarios

Nombre y apellido (imprima legible)	Dirección
Firma <i>Nerónica C Martinez</i>	687 Minor Ave San Jose Ca 95125
Nombre y apellido (imprima legible)	Dirección
Firma <i>Martinez Josefa</i>	687 Minor Ave San Jose Ca 95125
Nombre y apellido (imprima legible)	Dirección
Firma <i>Duran Maria T</i>	383 DeWmont Ave SJO Ca
Nombre y apellido (imprima legible)	Dirección
Firma <i>Josefa Villalona</i>	716 HARRISON ST.
Nombre y apellido (imprima legible)	Dirección
Firma <i>Raquel Rivas</i>	2167 Playa de Guadalupe #27
Nombre y apellido (imprima legible)	Dirección
Firma <i>Helena Lopez</i>	
Nombre y apellido (imprima legible)	Dirección
Firma <i>Carlos Lopez</i>	1419 So White Rd SJ

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Nombre y apellido (imprima legible)	Dirección
Firma <i>Emerita Salazar</i>	994 Harliss Ave Apt 2
Nombre y apellido (imprima legible)	Dirección
Firma <i>Lorena Pérez</i>	433 W Virginia St.
Nombre y apellido (imprima legible)	Dirección
Firma <i>Maria Leonarda Comenzal</i>	
Nombre y apellido (imprima legible)	Dirección
Firma <i>José Miguel Ramos Morales</i>	921 Harliss Av.
Nombre y apellido (imprima legible)	Dirección
Firma <i>Maria Elena Plata</i>	424 Robinson Ave. 2. 2.
Nombre y apellido (imprima legible)	Dirección
Firma <i>Elia Sanchez</i>	436 Lewis Rd. #4
Nombre y apellido (imprima legible)	Dirección
Firma <i>GUILLELMO MARRON</i>	

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Nombre y apellido (imprima legible)	Direccion
Firma <i>Allvaro Lopez</i> Nombre y apellido (imprima legible)	870 W Virginia St.
Firma <i>Michael Rodriguez</i> Nombre y apellido (imprima legible)	824 Dehuas ave. S.J.
Firma <i>Felicia Thomas</i> Nombre y apellido (imprima legible)	788 Dehuas Ave
Firma <i>Alma Farkh</i> Nombre y apellido (imprima legible)	3437 Sweetwater St. S.J.
Firma <i>Isabelia Xando</i> Nombre y apellido (imprima legible)	1109 Mainville Dr. S.J.
Firma <i>Marcia Castella</i> Nombre y apellido (imprima legible)	
Firma <i>Angela Lopez</i> Nombre y apellido (imprima legible)	Direccion 1364 Robinson St. S.J.

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Nombre y apellido (imprima legible)	Direccion
<i>Mandy Martin</i>	<i>2035 So. 1st St. San Jose Ca 95110</i>
Firma	
Nombre y apellido (imprima legible)	Direccion
<i>Rosa A. Ramirez</i>	<i>1871 Averitas Ave. San Jose</i>
Firma	
Nombre y apellido (imprima legible)	Direccion
<i>Rosa Garcia</i>	<i>SB3 Harrison 95125</i>
Firma	
Nombre y apellido (imprima legible)	Direccion
<i>Cubile Pantoja</i>	<i>430 S. 1st St. 95125</i>
Firma	
Nombre y apellido (imprima legible)	Direccion
<i>2444 Hill St</i>	<i>1600 Delano Ave 95115</i>
Firma	
Nombre y apellido (imprima legible)	Direccion
<i>Patricia Lopez</i>	<i>941 Harris Ave. San Jose, CA 95110</i>
Firma	
Nombre y apellido (imprima legible)	Direccion

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Firma <i>Maria Luisa Delmas</i>	773 Delmas AL San Jose CA 95125
Nombre y apellido (imprima legible)	Direccion
Firma <i>Delvin Tony Lopez</i>	775 Delmas AV San Jose
Nombre y apellido (imprima legible)	Direccion
Firma <i>Mario Navarro</i>	5562 Thornwood dr. San Jose 95125
Nombre y apellido (imprima legible)	Direccion
Firma <i>Maria Angela Serra</i>	154 Bendorf dr. San Jose CA 95111
Nombre y apellido (imprima legible)	Direccion
Firma <i>Alene Rodriguez</i>	
Nombre y apellido (imprima legible)	Direccion
Firma <i>Alene Rodriguez</i>	610 Minor
Nombre y apellido (imprima legible)	Direccion
Firma <i>Concepcion De Leon</i>	551 Hunch st. 95126

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Firma <i>Amelia Terres</i>	848 Alameda #1
Nombre y apellido (imprima legible)	Direccion
Firma <i>Guadalupe Magana</i>	
Nombre y apellido (imprima legible)	Direccion
Firma <i>Valencia Torres</i>	1308 San Francisco
Nombre y apellido (imprima legible)	Direccion
Firma <i>Elizabeth Hernandez</i>	54 Union
Nombre y apellido (imprima legible)	Direccion
Firma <i>Isabelle Garcia</i>	1034 Almaden Ave
Nombre y apellido (imprima legible)	Direccion
Firma <i>Delores Salazar</i>	3807 Barker Dr #4 San Jose CA
Nombre y apellido (imprima legible)	Direccion
Firma <i>Jose Andres</i>	1045 Palm St 95110

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Nombre y apellido (imprima legible)	Dirección
Firma Tina D. Alvarez	366 Jerome Street 95125
Nombre y apellido (imprima legible)	Dirección
Firma Angelina Alvarez	366 Jerome St 95125
Nombre y apellido (imprima legible)	Dirección
Firma Socorro Gardner	448 Linden Ave 95125
Nombre y apellido (imprima legible)	Dirección
Firma Vanessa A. Holguin	441 W. Virginia St. 95125
Nombre y apellido (imprima legible)	Dirección
Firma Jesus Navarro	384 Jerome St.
Nombre y apellido (imprima legible)	Dirección
Firma Karen Runk	203 52nd St 95116
Nombre y apellido (imprima legible)	Dirección
Firma Maria C. Hysala	384 - Jerome St

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Firma <i>Sergio Franco</i>	343 Willow St #2 S.J.
Nombre y apellido (imprima legible)	Dirección
Firma <i>Ernesto Franco</i>	5300 Turner Way #3 S.J. 95124
Nombre y apellido (imprima legible)	Dirección
Firma <i>Jesús P. Martínez</i>	1995 Heatherdale Ave
Nombre y apellido (imprima legible)	Dirección
Firma <i>Cecilia Martínez</i>	1995 Heatherdale Ave
Nombre y apellido (imprima legible)	Dirección
Firma <i>Margam Barrera</i>	1165 Vine St. S.J. Cal. 95116
Nombre y apellido (imprima legible)	Dirección
Firma <i>Rolando Barrera</i>	283 Ortega Circle S.J. 95110
Nombre y apellido (imprima legible)	Dirección
Firma <i>Ernesto Franco</i>	570 W Virginia St. S.J. 95125

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Firma <i>Don Leavitt</i>	
Nombre y apellido (imprima legible)	Direccion
Firma <i>Solr Mendez</i>	<i>372 Fuller ave</i>
Nombre y apellido (imprima legible)	Direccion
Firma	
Nombre y apellido (imprima legible)	Direccion
Firma	
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Firma	
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Firma	

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Firma <i>Luisa Leon</i>	<i>1268 Maratic St</i>
Nombre y apellido (imprima legible)	Direccion
Firma <i>Freda Leon</i>	<i>1268 Maratic St</i>
Nombre y apellido (imprima legible)	Direccion
Firma <i>Gloria Martinez</i>	<i>605 E/11th Ave San Jose CA 95128</i>
Nombre y apellido (imprima legible)	Direccion
Firma	
Nombre y apellido (imprima legible)	Direccion
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Firma Jose Perez	687 MUNDO AVE SAN JOSE, CA 95125
Nombre y apellido (imprima legible)	Dirección
Firma	
Nombre y apellido (imprima legible)	Dirección
Firma	
Nombre y apellido (imprima legible)	Dirección
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Firma <i>Anthony Debellis</i>	184 S 11TH ST SAN JOSE
Nombre y apellido (imprima legible)	Direccion
Firma <i>Anthony Debellis</i>	1880 DISCARPUE WAY S/CA 95122
Nombre y apellido (imprima legible)	Direccion
Firma	
Nombre y apellido (imprima legible)	Direccion
Firma	
Nombre y apellido (imprima legible)	Direccion
Firma	
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Firma Velado Carlos	127 Graham Ave. Apt # San Jose CA 9510
Nombre y apellido (imprima legible)	Dirección
Firma Jose Rodriguez	725 Palm St San Jose CA 9510
Nombre y apellido (imprima legible)	Dirección
Firma Rodolfo Gonzalez	696 PALM - ST San Jose CA 9510
Nombre y apellido (imprima legible)	Dirección
Firma Salvador Tena	
Nombre y apellido (imprima legible)	Dirección
Firma Francisco Tena	
Nombre y apellido (imprima legible)	Dirección
Firma Jose Tena	581. F. Morris Ave. S.J. 95112
Nombre y apellido (imprima legible)	Dirección
Firma Jose Tena	556 Morris St

Querido Señor Dan Leavitt,

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- Habra traduccion simultanea con recibidores FM o alternando Espa#ol e Ingles?

Gracias adelantadas por hacer los cambio necesarios

Nombre y apellido (imprima legible)	Direccion
Firma <i>Pedro Yanez</i>	343 W 1100 St #2 San Jose
Nombre y apellido (imprima legible)	Direccion
Firma <i>Michael M. Smith</i>	
Nombre y apellido (imprima legible)	Direccion
Firma <i>Ele/ra Guerra</i>	2600 Cordo Terwa Circle Apt 6112 San Jose CA 95119
Nombre y apellido (imprima legible)	Direccion
Firma	
Nombre y apellido (imprima legible)	Direccion
Firma	
Nombre y apellido (imprima legible)	Direccion
Firma	
Nombre y apellido (imprima legible)	Direccion
Firma	


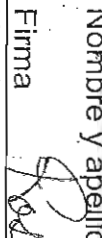
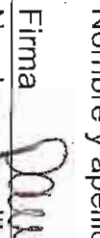
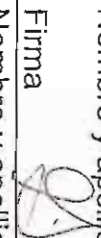
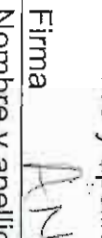
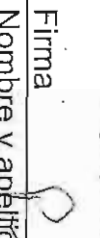

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Firma 	
Nombre y apellido (imprima legible)	Direccion
Firma 	
Nombre y apellido (imprima legible)	Direccion
Firma 	Direccion 1776 Almaden Rd San Jose, CA 95125
Nombre y apellido (imprima legible)	Direccion
Firma 	Direccion 336 N 20th St San Jose, CA 95112
Nombre y apellido (imprima legible)	Direccion
Firma 	Direccion 300th SAN JSE, CA 95123
Nombre y apellido (imprima legible)	Direccion
Firma 	
Nombre y apellido (imprima legible)	Direccion
Firma 	

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Gracias adelantadas por hacer los cambio necesarios

Nombre y apellido (imprima legible)	Direccion
Firma <i>Susan G. Kelly</i>	
Nombre y apellido (imprima legible)	Direccion
Firma <i>Josep Kasper</i>	
Nombre y apellido (imprima legible)	Direccion
Firma <i>Joseph Kasper</i>	<i>3655 Spring Brook Ave</i>
Nombre y apellido (imprima legible)	Direccion
Firma	
Nombre y apellido (imprima legible)	Direccion
Firma	
Nombre y apellido (imprima legible)	Direccion
Firma <i>Thomas G. Kelly</i>	
Nombre y apellido (imprima legible)	Direccion
Firma <i>Thomas G. Kelly</i>	

4/8/2009

Mr. Dan Leavitt
Deputy Director
California High-Speed Rail Authority
San Jose to Merced
925 L. Street, Suite 1425
Sacramento, CA 95814



Mr. Leavitt:

I attended the open house in Merced. I am a strong supporter of the High Speed Rail. I believe it will facilitate travel within the state and help decrease congestion on our roads and in our airports.

I understand that there are different routes being considered. I do not think it is safe to have a high-speed train passing through densely populated areas. It should be assessable but it should not travel directly through the middle of our city/town.

I also became aware that your train lines meet in Chowchilla before they continue. A station in Chowchilla would enable you to have one train going back and forth between San Francisco and Chowchilla; providing passengers that option to travel to Los Angeles and Sacramento. As it is proposed, you need two trains leaving every starting station and then diverging in Chowchilla in two different directions. The additional track line, necessary easements, and number of trains would add substantial cost.

As the Central Valley becomes more populated there will be an increased need and utility of the high-speed train. There should be a number of stops at appropriate cities along the routes to encourage and facilitate use of the train. A station at the only location where the lines converge is obviously a logical stopping point. If warranted, a non-stop or abbreviated-stop train could be offered during various times of the day.

Thank you for your time.

Regards,


Cory Meredith

April 8, 2009

Mr. Dan Leavitt
Deputy Director
ATTN: San Jose to Merced
ATTN: System Level HSR Design and Development
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814



Subject: California High Speed Rail Program / Project
Any or all segments
Carbon Free Traction Power for HST

Included: Solar PV Canopy over Paired Parallel Tracks
Concept overview and questions included herein

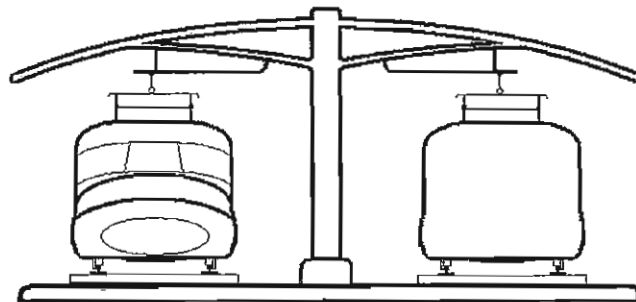
Dear Mr. Leavitt:

Thank you for the opportunity to express concerns, ask questions and make suggestions.

This letter addresses the subject of carbon-free traction power for the HST system and is intended to apply to any number of unspecified lengths throughout the system.

This letter requests that Solar PV canopy over paired parallel tracks and Catenary be evaluated and considered by the CA High Speed Rail Authority as a viable source of non-carbon based traction power for CA HST train sets.

Simply put, a 35 to 40 foot wide solar PV canopy like the one illustrated here can produce 3,000,000 kWh per year per installed mile; enough power to power roughly 200 800-mile train trips.



The annual electrical power generation from this solar canopy currently in service at the Santa Clara Valley Water District (SCVWD) site in south San Jose, California, (see below) was used to develop a baseline and model for this rail application. Below is a satellite view of a portion of that canopy.

Open space between parallel panel sets allows displaced air from passing train sets to escape reducing stresses and wind forces on the canopy and structure. This also reduces lateral wind induced forces on installed panels and supporting structures. In the photo below is shown the underside supporting structure and panel surfaces. (Example intended for illustration purposes only)



Solar PV energy and Grid Power... how it works:

- When the sun is out, excess power goes into the Grid building credits.
- When the sun goes down or on cloudy days, the grid supplies traction power drawing down credits.
- No power is stored; only banked and drawn...
- Reducing need for peak demand generation plants,
- Levelizing the cost of clean power for 20-30 years,
- And protecting land by increasing it's use per square foot and preserving open space
- protection hillsides, ridgelines and open-space scenic views
- It is unobtrusive, clean, wildlife friendly, and
- Provides jobs.

A HST system scale look:

- 1 canopy mile can produce 3.0 million kWh /yr.
- 1 six car train requires 18.6 kWh per average mile of service
- 1 six car train requires 14,880 kWh per 800 mile trip
- 1 mile of PV canopy can power 200 train trips
- At 100,000 train trips / year...
- 500 miles of canopy (63% of 800 miles of paired parallel track) would make HSR Carbon Neutral at 100,000 train trips /year.
- Note: Improved PV efficiency and location in the central valley and south of San Jose could improve this model.



Why consider silicon solar PV and thin film power generation for rail traction power in this Project Level EIR /EIS CEQA scoping and review process?

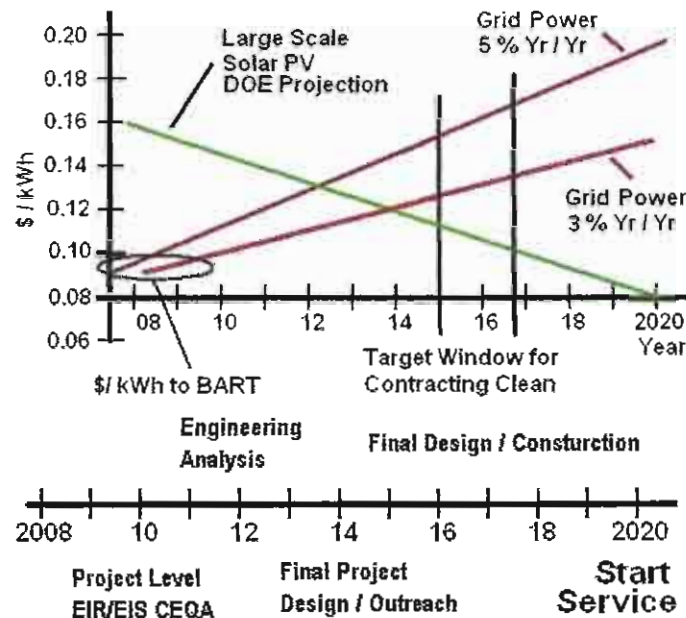
What are the benefits over wind and nuclear power generation for this project?

- Better Land Use -- Power is generated over HST right of way
 - No land acquisition or leasing of land for wind or nuclear generation

- No land acquisition or leasing for power collection or transmission
- Low Impact -- No threat to birds or wildlife
 - No significant visually impact on natural setting; preserves ridgelines
- Simple module design – highly replicated – easily maintained
- California Jobs -- design, build, install, maintain and upgrade
- Shades Tracks, train sets & traction power delivery line
- Setting the Standard for Green high speed rail transportation
- Energizing a California based clean energy industry

Why Start Now?

Time is short. Technology is Moving Fast and costs are coming down. By the time this concept is fully understood, vetted and funded; installed Solar PV systems at this level will be at or below natural gas grid power rates without subsidy or tax incentives.



Around the Corner

- Greater Efficiency
- Lower Costs
- Increasing Supply

Clean Energy Over Rail . . . For Rail

In your evaluation of various sources of carbon-free energy for traction power, how will this concept of silicon modules and/or thin-film technology solar energy generating canopy(s), over paired parallel tracts. . .

1. Align with the President's stated objective for developing clean energy in the United States?
2. Align with the Governor's stated objective for developing clean energy in California?
3. Align with the President's stated objective to generate clean energy related jobs?
4. Align with the President's stated objective to grow low-carbon transportation and infrastructure related jobs?
5. Align with the Governor's stated objective to invest in and grow clean energy related jobs here in California?
6. Align with the President's stated objective for this nation to become...
 - a. more energy independent?

- b. less affected by impacts and influences of economic and geopolitical pressures on the price we pay for energy?
- 7. A solar electric generating system of this magnitude advance and fund the commoditization of clean passive power generation in California and the country?
- 8. Advance the vision and visibility of clean, carbon-free ground based public transportation?
- 9. Compare in cost with the levelized cost of energy from wind generated power net after cost of land acquisition, site studies and engineering, power conduction right of way acquisition, maintenance and environmental mitigations over 20, 25 and 30 years from start of...
 - a. HSR service?
 - b. Full HSR service from the Bay Area to southern California?
- 10. Compare with data from the U.S. Department of Energy's Solar Energy Technologies Program, *Multi-Year Program Plan 2007-2011* (or later version if available) (ref: solar PV applications 10MW systems or larger) apply to and compare with all other sources of carbon free or carbon neutral traction power under consideration by the CA HSR Authority?
- 11. Compare with wind farm generated power in terms of predictable and demand-serving power generation over a typical...
 - a. 24 hour periods?
 - b. 30 days?
 - c. 12 month periods or seasonal cycles?
 - d. During hot peak demand periods?
- 12. Aid in reducing the demand for peak power generation when said canopy system is tied into the California power grid? ... as compared to wind generated power?
- 13. Affect or mitigate the long term impact of rails and rail anchor mechanisms expansion and contraction from repeated exposure to intense sun exposure? And what metric or analysis will be used to quantify this at the system wide level over 10, 20 and 30 years?
- 14. Affect or impact the energy required to cool or condition the air in HSR EMU vehicles as compared to those fully exposed to the sun over the life of train sets? And what metric or analysis will be used to quantify this at the system wide level over 10, 20 and 30 years?
- 15. Affect or impact the conduction of traction power during periods of full sun exposure on hot to very hot days? And what metric or analysis will be used to quantify this at the system wide level over 10, 20 and 30 years?
- 16. Advance the demand for Solar PV generated power, (in square meters of PV surface or MWs) as related to current 2009 estimated California demand? And current (2009) estimated U.S. demand assuming each of the following levels of use...

- a. 250,000,000 kWh /year Solar PV canopy generation?
- b. 500,000,000 kWh /year Solar PV canopy generation?
- c. 1,000,000,000 kWh /year Solar PV canopy generation?
- d. 1,500,000,000 kWh /year Solar PV canopy generation?

When you evaluate the costs and benefits of various sources of carbon-free traction power for the HSR system, please clarify the hierarchy of options under consideration and the factors that determine such as related to:

1. Capital costs per year amortized over 20 and 30 years
2. Levelized cost of estimated traction power demand over 20 and 30 years?
3. Operating and Maintenance Cost over 20 years and 30 years.

When you evaluate the costs and benefits of various sources of carbon-free traction power for the HSR system, please identify for each the relative levelized cost of energy over 30 years based on the full fair-market value in current dollars...

1. **removing all** tax incentives, subsidies, rebates or reductions for suppliers of land, transmission right of way, mitigation, equipment, supplies, labor or profit.
- 2 **including all** tax incentives, subsidies, rebates or reductions for suppliers of land, transmission right of way, mitigation, equipment, supplies, labor or profit.

When you evaluate the costs and benefits of various sources of carbon-free traction power for the HSR system, please identify:

1. The criteria the HSR Authority being used for evaluation.
2. The sources employed or contracted for such research, analysis and response(s).
3. The bibliography supporting such information, data and conclusions produced to include public, private and/or university based.
4. And other factors or issues bearing on the above such as EIR / EIS / CEQA and other.

Again, I appreciate the opportunity to participate in the scoping process and hopefully the development of this High Speed Train project and fully support the HSR concept in California.

Sincerely,



David Dearborn
1408 Hotspur Ct.
San Jose, CA 95125

Phn (408) 295-1516
Cell (408) 981-6599
email ddaytond@att.net

April 8, 2009

Mr. Dan Leavitt
Deputy Director
ATTN: San Jose to Merced
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814



Dear Mr. Leavitt:

Subject: High Speed Rail Scoping input
San Jose to Gilroy segment

Regarding: Attached Thread the Needle (TTN) Tunnel Alignment Option
Attached 5100m (5100 meter) Tunnel Alignment Option

Voices of San Jose (VOSJ) appreciates the opportunity to present these two alternative alignments during the scoping phase of the project EIR San Jose to Merced. VOSJ thanks HSRA staff and consultants, City of San Jose-DOT staff, and Caltrans for their help in preparing these proposals.

Voices of San Jose is a not-for-profit public policy group with the mission to provide thoughtful and constructive solutions to community challenges. VOSJ provides research and analytic support to individuals or organizations desiring significant input to public policy. Volunteer professionals work with community members to help give voice to their ideas.

For your consideration, Voices of San Jose submits two alternatives to the double-S curve on the Caltrain alignment between Tamien and Diridon.

1. Thread the Needle. (TTN). This alignment follows Highway 87 from Tamien Station to the I-280 and Hwy 87 interchange where it would thread the "eye" of the needle and descend underground among the flyovers of the interchange. The proposal includes the option to move UPRR and other heavy rail.

2. 5100 m. This alignment descends underground near Curtner Avenue, travels 5100 m passing under Guadalupe River, Hwy 87, I-280, Los Gatos Creek to arrive at Diridon Station. The proposal includes the option to move UPRR and other heavy rail.

In the evaluation of these options vs. the Caltrain route, how will you:

1. Note the minimal CEQA impacts.
2. Measure the decreased risk of significant legal and political delays resulting from property acquisition problems through historic Greater Gardner and North Willow Glen neighborhoods south of Diridon.
3. Consider the faster travel times possible on these alignments.
4. Observe the greater flexibility for a separate bypass track for trains not stopping at Diridon.
5. Take measure of the increased options for implementation of advanced technology over the next 10, 50, and 100 years.
6. Acknowledge the reduced construction mitigations required.
7. Consider the reduced on-going mitigation costs in nearby historic neighborhoods and claims associated with changes in service levels and equipment.
8. Note the greater degrees of freedom in design of an efficient, cost-effective Diridon Multi-modal Station.
9. Acknowledge the greater compatibility with high density, high quality TOD and better use of Redevelopment Agency (RDA) land in the Diridon Station area.

The TTN and 5100m alignments offer solutions to the challenges of the Double-S curve south of Diridon station. Minimal CEQA implication and property acquisition would allow for rapid construction of the San Jose to Merced HSR segment. Straighter alignments provide for increased speeds and future technology improvements.

Voices of San Jose is committed to finding solutions that work best for San Jose and all citizens of California, for now and for the next 100 years. VOSJ looks forward to working with HSRA, its consultants, and CSJ-DOT to find the right solution.

Please contact VOSJ if you have questions, require clarifications, or to brainstorm other solutions. VOSJ Project Manager David Dearborn will serve as primary contact; he may be reached at (408) 981-6599 or ddaytond@att.net. VOSJ Director Jean Dresden may be contacted at (408) 298-0275 or jeanann2@aol.com.

Sincerely yours,

A handwritten signature in blue ink, appearing to read "Jean Dresden".

Jean Dresden
Director, Voices of San Jose

cc: Ben Tripousis, SJ-DOT
Henry Servin Jr., P.E. SJ-DOT

April 8, 2009

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Deputy Director
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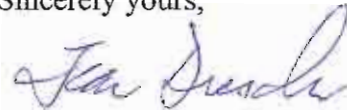
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Jean Dresden
Director, Voices of San Jose

cc: Ben Tripousis, SJ-DOT
Henry Servin Jr., P.E. SJ-DOT



Thread the Needle (TTN)

CA High Speed Rail, San Jose to Merced

Willow St. (north of Tamien) to Diridon

Scoping Input TTN, An Alternative Alignment

Voices of San Jose

David Dearborn, Project Manager

Jean Dresden, Director

April 8th, 2009

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Overview

This Thread the Needle (TTN) alternative alignment offers a faster, more secure path through San Jose.

TTN proposes crossing 87 near West Virginia Street north of Tamien Station and going through the 87-280 interchange and on to Diridon underground. It incorporates a 4,300 foot unobtrusive tunnel under highly valued TOD and RDA land.

This alignment and design through San Jose would:

- **Facilitate faster, lighter weight and more energy efficient train sets of the future.**
- **Reflect respect for San Jose's history, livability and sense of community for 1.5 to 2.0 million people.**
- **Facilitate wider degrees of freedom in land use planning and design as San Jose continues to grow.**
- **Include the option of including UPRR and other heavy rail.**

There is only one chance to get this right.

There will be no going back.

San Jose is the 10th largest city planning for a world-class multi-modal transit hub, mall and urban center.

The TTN proposal presents an underground 2.5 to 3.0% grade into and out of Diridon starting at the 87-280 interchange (Threading the Needle).

Configuration:

Various tunnel configurations are possible: one large bore with 4 tracks, two parallel bores, 2 tracks each, or three parallel bores,

Figure 1 below illustrates the proposed alignment (marked in white) from south of West Virginia St. and east of 87 - - crossing north and west over 87 - - entering the open space between 87 and south bound flyover ramp - - and proceeding northwest under 280 into the tunnel under Auzerais Avenue and on to the Diridon Station.

Figure 1. Illustration (not to scale) showing grade profile.



Once the right of way enters the 87-280 interchange as illustrated in Figure 2, the descent begins to a level designed to cross under BART at the Diridon Station.

This option would use a 2.5 to 3.0 percent grade to reach Diridon at the desired level under the proposed BART tunnel depth.

Figure 2. TTN bore in 87-280 interchange. View from W. Virginia overpass



Illustrated in Figure 3 below is the large radius curve over 87 and entering the interchange under the 280N flyover to 87S and starting its descent under 280 and the neighborhoods beyond.

Figure 3.

87 North



87 South

Environmental Issues

Socio Economics, Neighborhoods & Environmental Justice:

None -- buried underground

Eminent Domain:

None/ very small -- mostly public land and underground

Land Taking:

None/ very small -- mostly public land and underground

Traffic & Mobility:

None north of 280 -- only at and around station; no road/street closures required -- possibly at W. Virginia east of 87 (TBD)

Biological Resources & Riparian Corridors:

None -- No rail bed, structures, construction, vibration, displacement, mitigation or modifications required. ROW buried well below the Guadalupe River and Los Gatos water ways and riparian corridors. No impact on migratory fish, reptiles, birds, mammals, insects, grasses, plants, habitat, and other

Noise & Vibration:

None -- no surface structures or at grade rail beds in or through historic neighborhoods or densely populated core city areas as ROW is well underground in areas of greatest concern

Construction Impacts:

Significantly fewer -- once over 87 and through the 280-87 interchange and underground, construction related issues and mitigation is reduced.

Sound Mitigation:

None-to-nil -- buried underground; no sound walls required

Cumulative & Secondary Impacts:

None to nonexistent -- Combined HSR, Caltrain & other heavy rail are buried and underground; simultaneous or cumulative noise and vibration is underground and fully mitigated

Parks Recreation & Open Space:

None taken -- Preserves, protects and enhances opportunities for parks, trails and open space -- Preserves, protects and enhances visual, aesthetic value and eliminates sound pollution for same -- Reference Scoping input letter from Dr. Lawrence Lowell Ames

Transportation & Circulation:

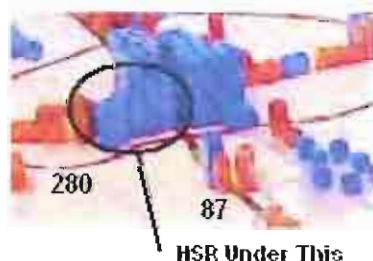
Walking and Bike Trails – No mitigation require -- HSR, Caltrain & other passenger and freight heavy rail is underground providing increased opportunity for greater carbon free mobility within and about the city... for work related commuting, general mobility and recreation and health maintenance. Reference Scoping letter from Dr. Lawrence Lowell Ames

Auto & Public transportation – No mitigation required -- HSR, Caltrain & other passenger and freight heavy rail is underground

Local Growth:

No Impact – Track ROW and associated space and imposition considerations are non-existent – buried underground

Fig. 4



San Jose DOT planning vision as proposed in conjunction with the Santa Clara County Valley Transit Authority (Q-1 2009)

Station Planning:

No to little impact -- Greater architectural degrees of freedom
-- HSR is buried under ground – Options for Caltrain are open
-- Option for a separate bore for through freight or HSR is possible.

Land Use & Property:

Little-to-No Impact -- HSR, Caltrain and other heavy rail is buried under ground -- Greater degrees of freedom for Land Use planning -- Little to No Impact on Property values due to above ground alignment options

EMI / EMF:

None -- Buried and under ground

Security & Public Safety:

None -- Buried and under ground; limited or no access;

Blight, Land Remnants & Misuse:

None -- Buried and under ground; No land remnants to provide shelter or opportunity for misuse, unauthorized use or undesired or illegal behavior

Aesthetics & Visual Quality:

Little Impact -- Buried underground except for W. rail fly over 87 -- otherwise no supporting structures, sound or security barriers walls, visible overhead wires or suspension structures -- No cleaning or aesthetics mitigation or maintenance concerns – No impact of such on perceived or real property values

Hydrology & Water Resources:

None to Little -- See Appendix

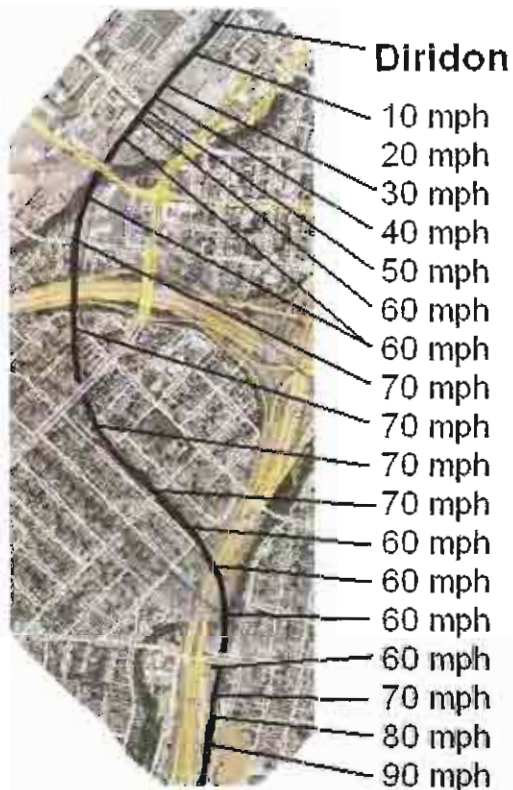
Geology & Seismicity:

None to Little -- Current bore designs and construction technology mitigate this issue. See Appendix

Speed Considerations:

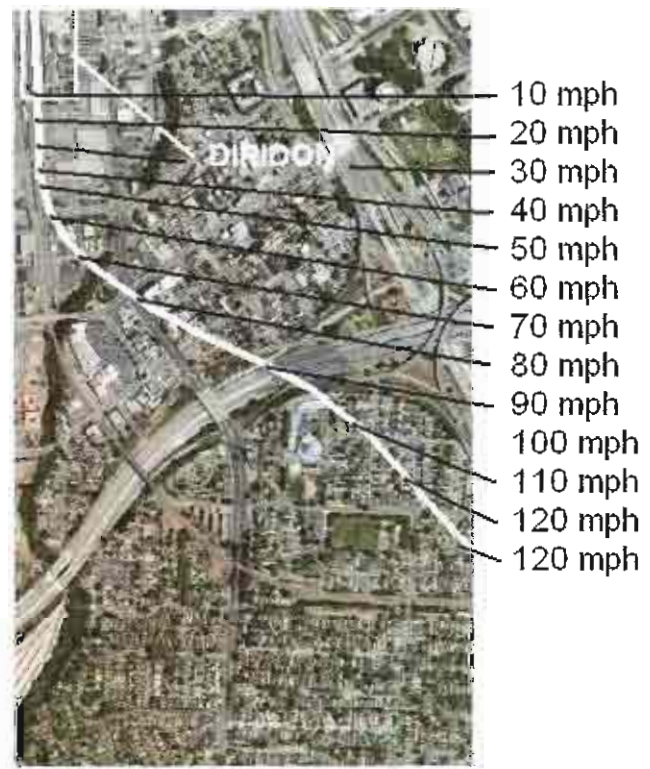
- This alignment offers higher speed rail and reduced travel time through San Jose saving 12 to 16 seconds per train.
- Larger radii and more direct route allow faster speeds entering the urban area and Diridon Station.
- This proposal reserves the smaller turn radius for the ROW closest to the station where slower speed is needed for station arrival.
- Speed models shown in Figures 6 and 7

Fig. 6



Current Caltrain ROW

Fig. 7



Tunnel Alignment

Venting:

A number of areas for venting and emergency access or exit are possible between the 87-280 bore entrance and the Diridon Station. Exact locations will depend on engineering details and design codes or standards.

Estimated Cost Differences

This 0.813 mile alternative would cost an estimated \$175,000,000 more than the currently proposed above-ground Caltrain right-of-way design; 0.5% of the 800 mile California High Speed Rail estimated project costs. (See table 3.)

To arrive at this \$175M figure, subtract the current estimated significant costs from the estimated TTN alignment significant costs. (Reference Definition of Cost Elements in the Appendix)

This 0.813 mile tunnel concept would eliminate a number of designs, construction and environmental issues inherent in the current above ground Caltrain urban alignment plan.

This tunnel plan would allow the construction and preparations for use to take place with minimal disruption and mitigation before going on line.

Comparison of these two alternatives include the following construction cost elements:

- Design, construction and related mitigation cost of adhering to the current Caltrain alignment. Table 1.

- Design, construction and related mitigation cost related to this proposed TTN underground alignment. Table 2.

- Note: Tables below list only the major cost elements that differentiate these two options.

- Such elements as electrification, signal, communications and other less significant cost elements are not mentioned as they are considered to be a constant between the two alignments.

Table 1, & 2

Alignment as presented -- Caltrain -- Willow Street to San Jose Station

	Freight Xing		HSR Xing Structure		Estimated \$000,000
	Above	At Grd	Above	Below	Cost Element
Crossing 87	X		X		
Prevost St.	X		X		
Fuller St.					
Delmas Ave.	X		X		
Jerome St.					
Illinois Ave.					
Bird Ave.	X		X		
Harrison St.					
West Virginia St.	?		X		
280 Hwy & ramps	X		X		
Auzerais Ave.		X	X		
West San Carlos St.	X		X		
Park Ave.	X		X	X	
		unit	qty	cost	extended
steet undercrossing / urban HSR		ea	3.0	17,930,413	53,791,239
steet undercrossing / suburban HSR		ea	4.0	6,886,967	27,547,868
retaining wall		km	0.3	4,399,945	1,319,984
high standard structure		km	0.5	16,480,720	8,240,360
standard structure		km	0.1	16,480,720	1,648,072
major utility relocate/ urban		km	0.5	37,577,568	18,788,784
major utility relocate/ suburban		km	1.0	680,338	680,338
estimated environmental mitigation		km	1.0	273,407	273,407
					3,300,000
				Grand total	115,590,052

Thread the Needle (underground) -- Willow Street to San Jose Station

cost element	Cost Element
Double Track at Grade Willow to 87 HSR 0.17 km	168,838
Same for Caltrain and Freight to 87 0.17 km	168,838
West Virginia St. Crossing Below Grade	17,930,413
Double Track on Structure HSR 0.4 km	1,489,751
Double Track on Structure Frt. Caltrain 0.4 km	1,489,751
Extended Flyover 87 to Tunnel Entrance	56,366,352
Tunnel Entrance - near 87	5,000,000
Tunnel Double Track HSR (soft soil) 1.3km	96,247,282
Tunnel Twin Single Track Freight (soft soil) 1.3km	55,464,535
Tunnel Twin Single Track Caltrain (soft soil) 1.3km	55,464,535
Venting with facade 3 places	360,000
	Grand total
	290,150,295

Difference: At Grade vs. Tunnel 174,560,243

Relative Per Capita Cost Comparison

Per capita net cost difference for CA HSR into San Jose via the 0.813 mile TTN underground option. Several population segments are presented. See Table 3.

Table 3

HSR Diridon to Morgan Hill with Underground

87-280 TTN to Diridon

\$836,918,165

Population Segment	count	\$/capita / 1 yr.	\$/capita/ 30 yrs
HSR Riders / yr	50,000,000	16.74	0.56
State Residents	36,700,000	22.80	0.76
State Reg Voters	23,200,000	36.07	1.20
SCCo. Residents	1,800,000	464.95	15.50
SCCo. Reg Voters	1,117,300	749.05	24.97
SJ Residents	950,000	880.97	29.37
SJ Reg Voters	610,000	1,372.00	45.73

Per capita net cost for BART into San Jose via the 4.1 mile underground option. Several population segments are presented. See Table 4.

Table 4.

BART: Warm Springs to San Jose...

Right of Way, Stations, Construction

\$6,100,000,000

Population Segment	count	\$/capita / 1 yr.	\$/capita/ 30 yrs
State Residents	36,700,000	166.21	5.54
BART Riders /yr SJ *	17,000,000	358.82	11.96
SCCo. Residents	1,800,000	3,388.89	112.96
SCCo. Reg Voters	1,117,300	5,459.59	181.99
SJ Residents	950,000	6,421.05	214.04
SJ Reg Voters	610,000	10,000.00	333.33

* Estimated BART ridership /yr in and out of San Jose
Estimated at 15% of total BART annual ridership

Summary

Thread the Needle Solution . . .

- **Shaves 15 seconds off every train through San Jose**
- **Reduces / eliminates CEQA concerns and mitigation**
- **Eliminates protracted delays related to property acquisition**
- **Simplifies Scoping and EIR process through San Jose**
- **Simplifies Security issues**
- **Provides Cost vs. Benefit balance**
- **Simplifies Future System Upgrades**
- **Facilitates San Jose bypass bore**

For San Jose . . .

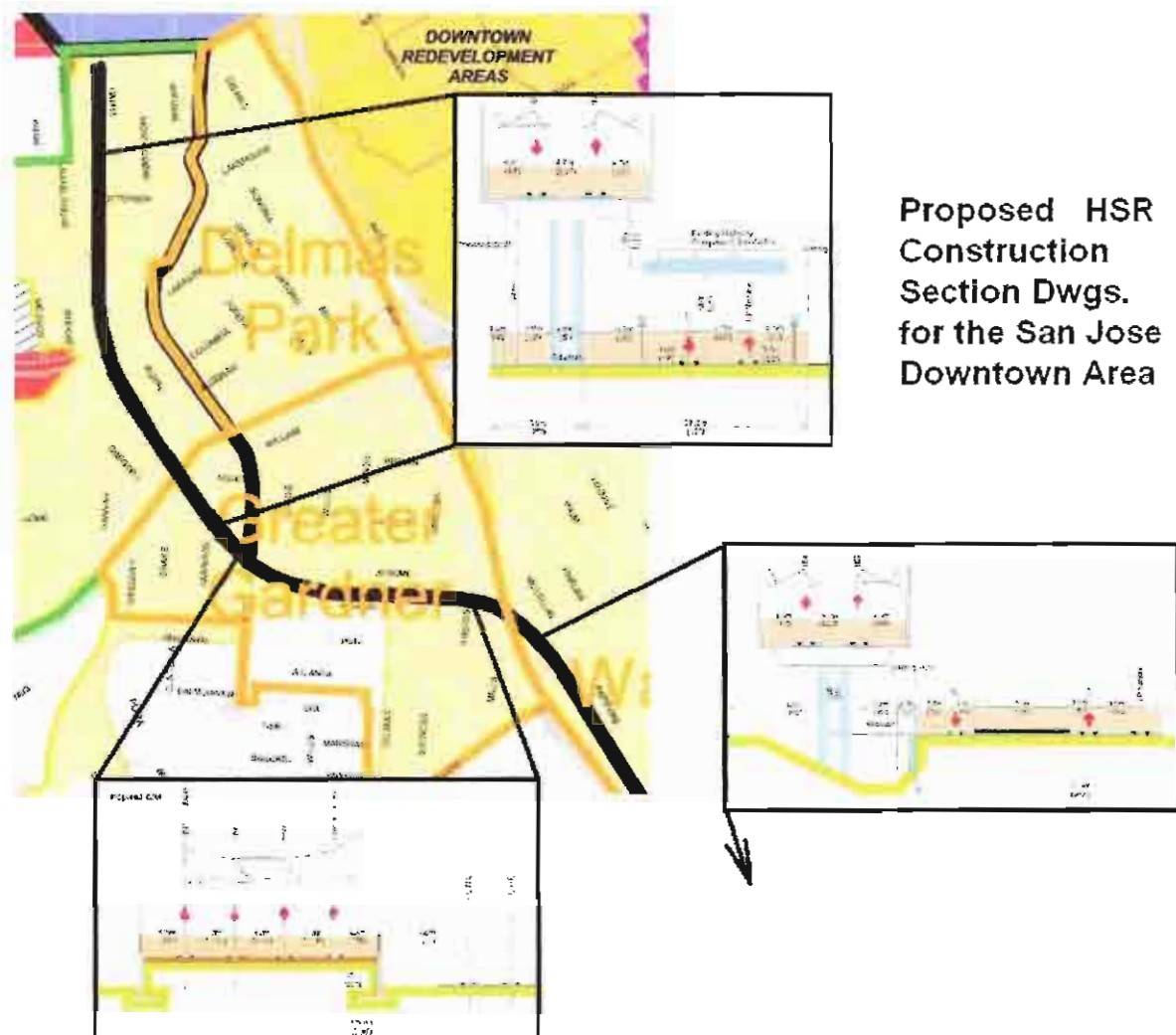
- **Frees up land for a world class transit mall**
- **Frees up acreage of former right of way**
- **Eliminates downtown underpasses and overpasses**
- **Preserves homes of unique character and distinction**
- **Eliminates intrusive and disruptive transit corridor**
- **TTN is Truly a Win-Win**
 - **For San Jose**
 - **For California**

Appendix

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Currently Proposed Alignment

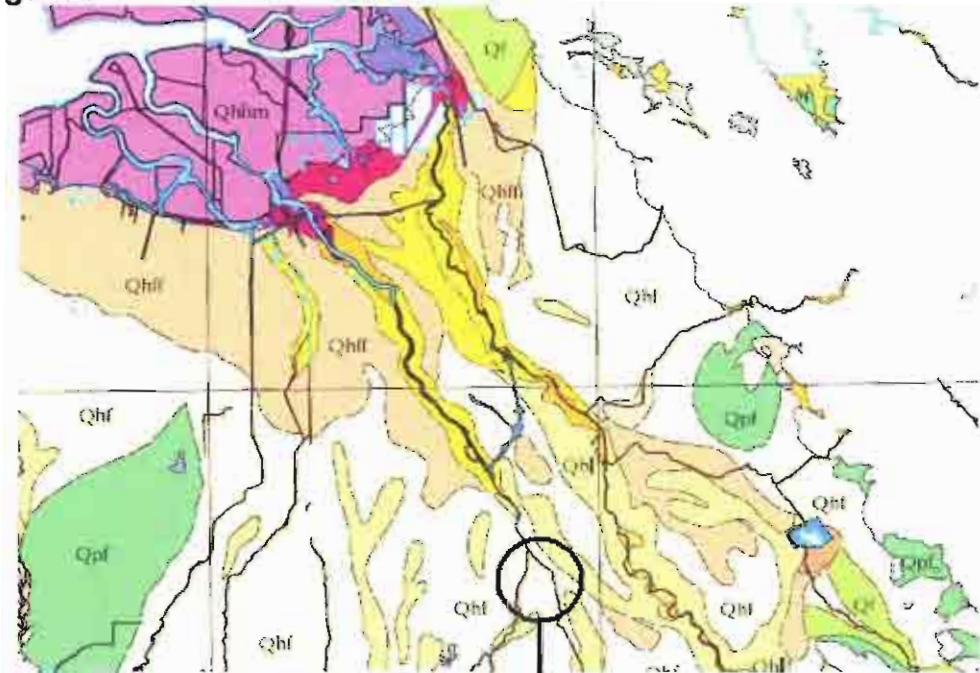
fig. 4 **Currently proposed Caltrain alignment structures**



Soils and Hydrology:

The USGS soils and geological map of the north central San Jose area illustrates substrates below the Arena, Diridon and proposed underground alignment. (Figure 5 and 5a)

Figure 5



Area of Arena, Diridon and 280-87

Fig. 5a

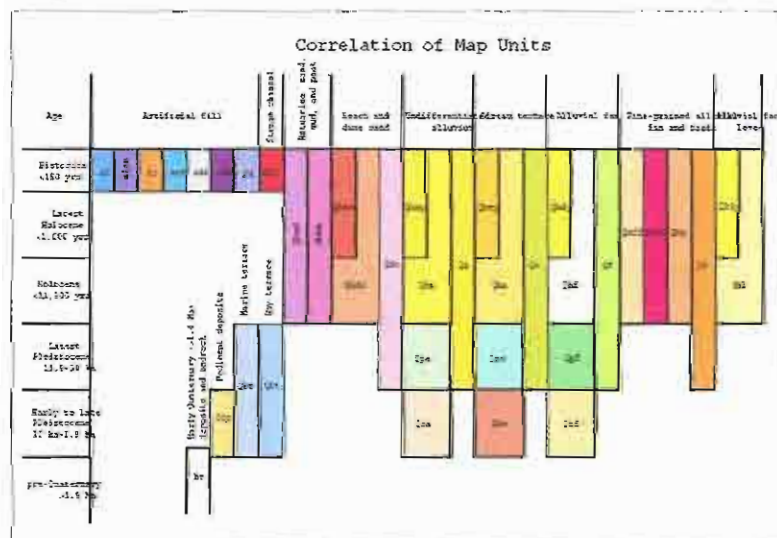
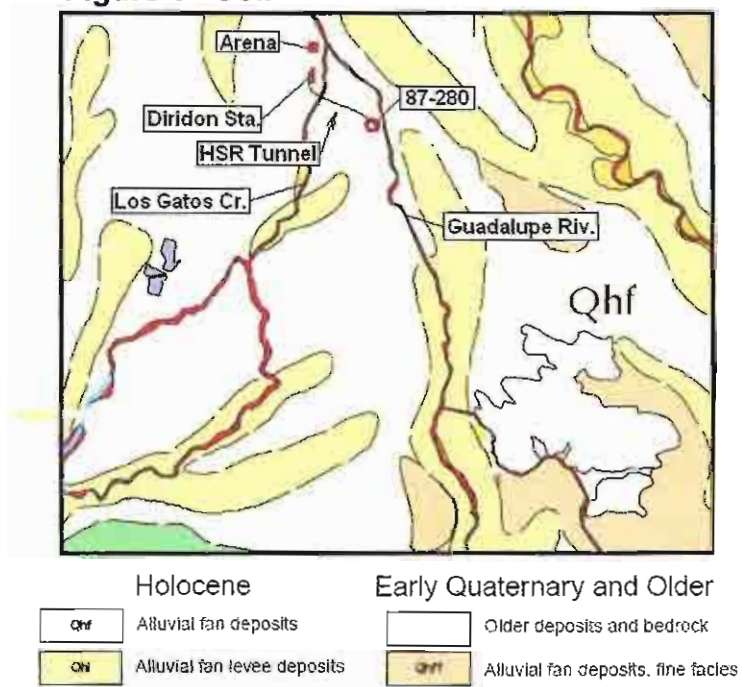


Figure 6 shows the tunnel entrance just west of the Guadalupe River channel, running northwest under the Los Gatos Creek and into the Diridon Station.

The entire 0.813 mile or 4,300 feet run through Alluvial Fan Deposits. Over the last 100 year as the water table of Santa Clara Valley has dropped and the valley floor has settled, these soils have become compact loam-like soils that are not as water laden as in the past.

Figure 6 Soil

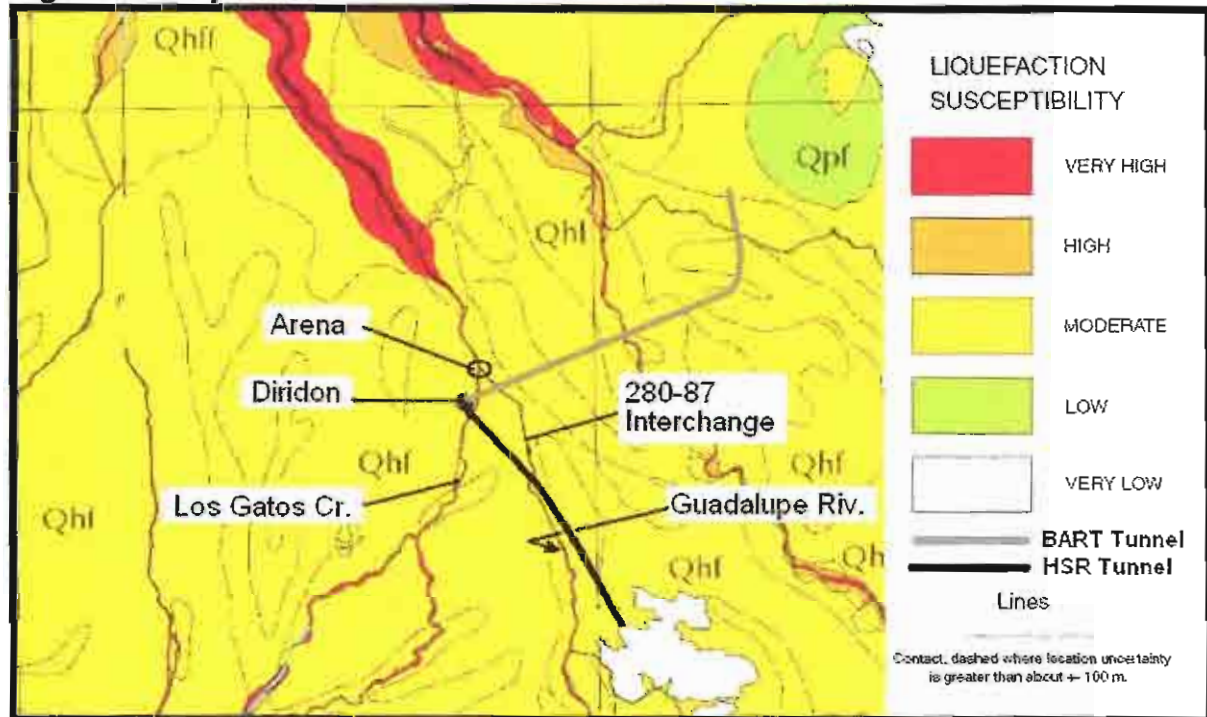


Geology & Seismicity

Figure 7 illustrates areas of liquefaction susceptibility in the areas of north and central San Jose. Although subsoil in the area of this proposed tunnel alignment are alluvial fan deposits and may contain varying levels of subsoil moisture, these soils present moderate levels of risk to well engineered below-grade structures.

It is assumed that upon further examination of these soils, tunnel design, construction materials and processes will be selected to provide the maximum level of safety and sustainability.

Figure 7 Liquefaction



Information provided in the VTA BART EIR summarized from the *Geotechnical Exploration Findings and Recommendations Report* (Earth Tech, Inc. 2003) states the following:

“From the Market Street Station and proceeding west, some granular deposits of sand and gravel to silty sand and clayey sand interbedded in fine grained silts and clays are expected.”

This report goes on to state:

“... whereas at Guadalupe River and Los Gatos Creek there is potential for liquefaction primarily within the upper 20 feet of the soil profile.”

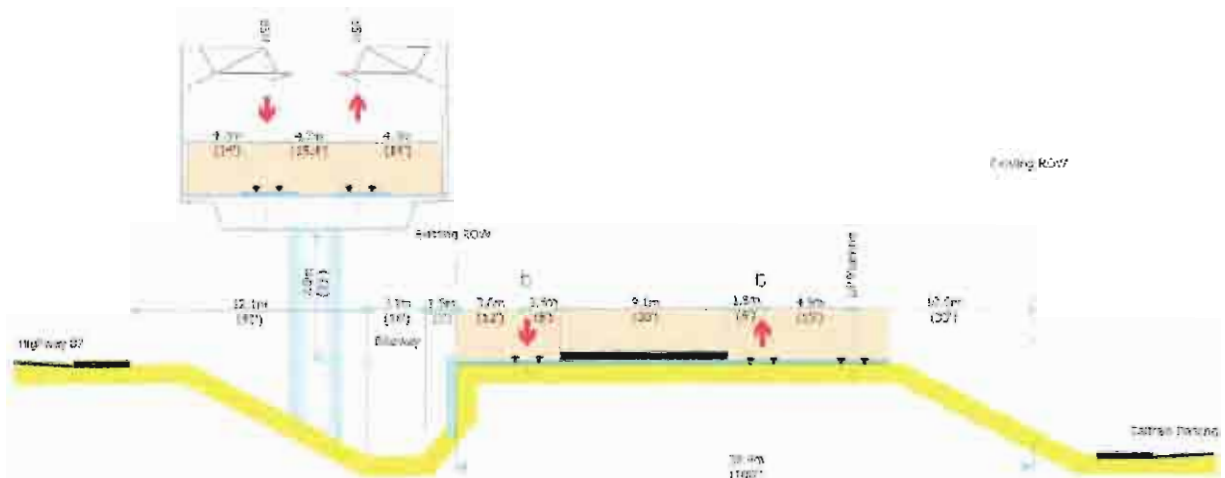
Areas along this proposed tunnel (TTN) alignment would have to be identified by detailed geotechnical studies during the design phase of the Project.

Tunnel design and construction of that intended for the BART tunnel in these soils have been reviewed and are considered standard, safe and reliable.

Construction Views

Note: The following construction views for general illustration only.

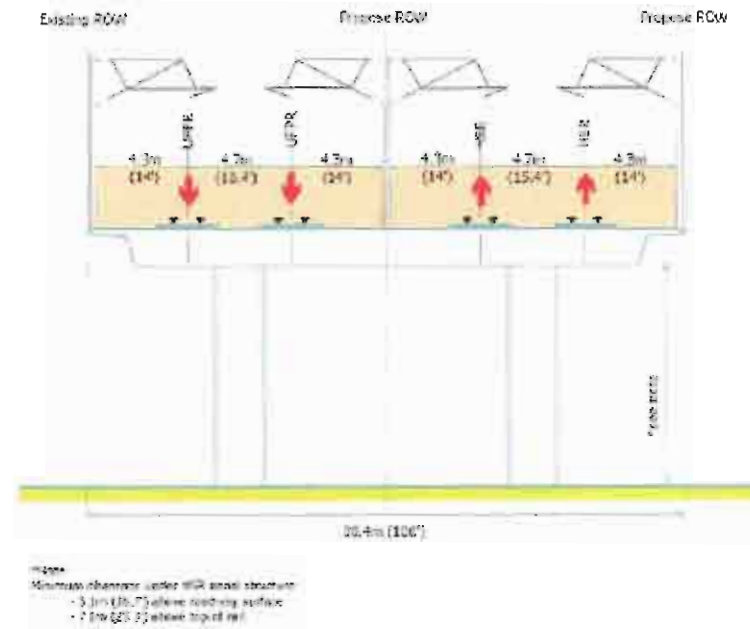
Virginia St. south (Caltrain ROW)



California High-Speed Train Program EIR/EIS

Figure PP-8

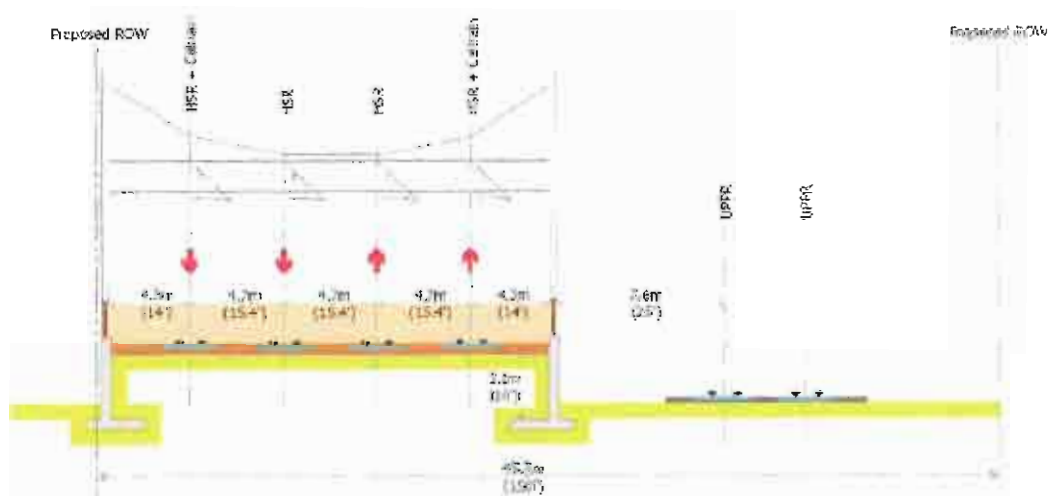
Structure over 87 (Caltrain ROW)



California High-Speed Train Program EIS/EIS

Figure NS-20

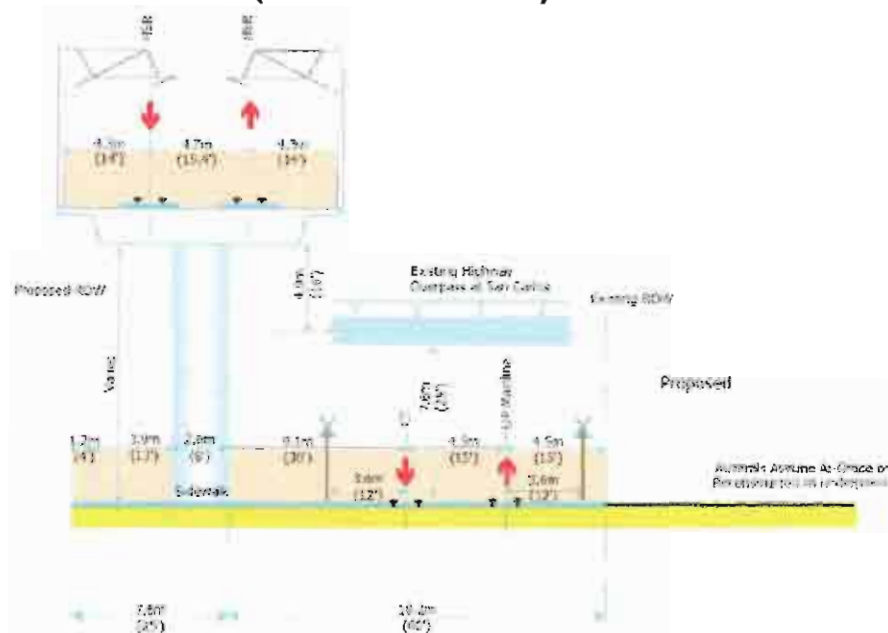
87 to 280 (Caltrain ROW)



California High-Speed Train Program EIS/EIS

Figure PP-9

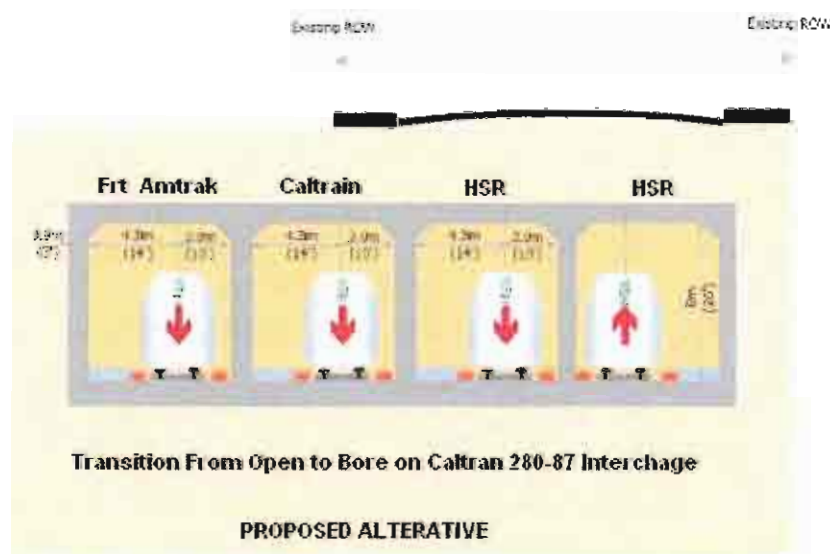
280 to Diridon (Caltrain ROW)



California High-Speed Train Program EIR/EA

Figure PP-7

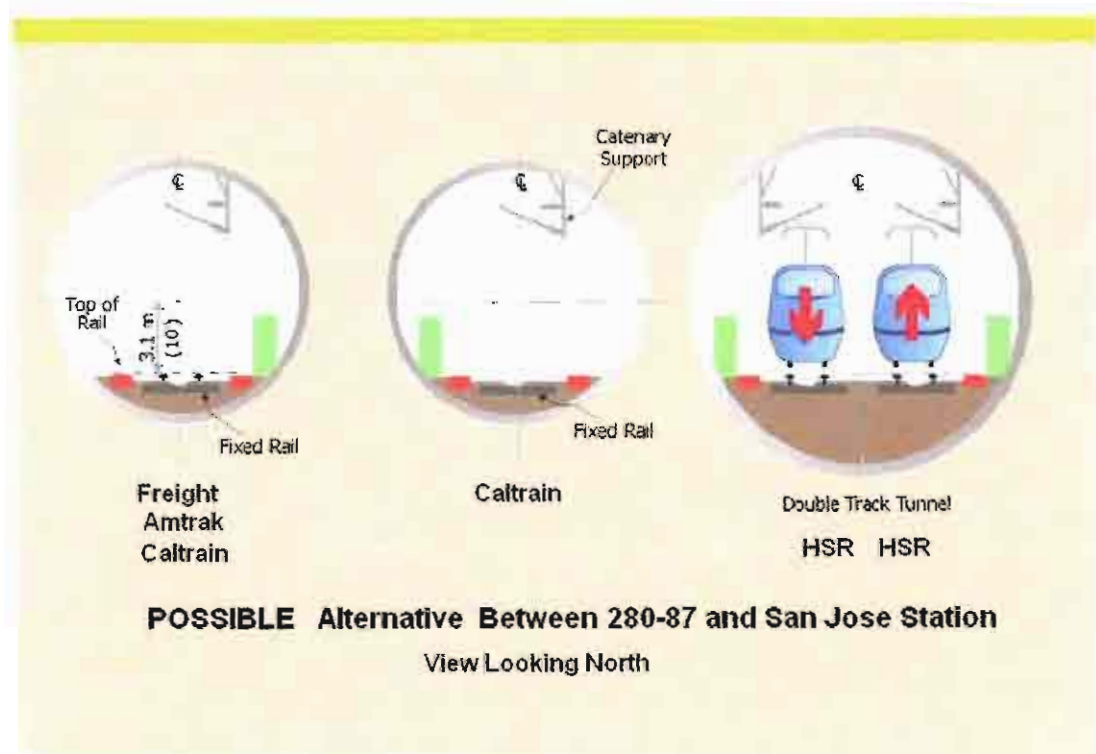
Four tracks – covered trench



Tunnel approach



Tunnel Option



PACHECO- 1 AND 2							
COST ELEMENTS		UNIT	UNIT PRICE (\$)	QUANTITIES			
Alignment Cost				Dividon to Morgan Hill		Morgan Hill to Gilroy	
				Pacheco-1		Pacheco-2	
				Quantities	Item Cost (\$)	Quantities	Item Cost (\$)
Track							
	Double Track Section-Total	km		32.50		15.00	
1	Double Track Section - At Grade	km	993,167	27.450	27,262,430	9.900	9,832,352
2	Double Track Section - On Structure	km	1,578,243	5.050	9,485,125	5.100	11,457,280
3	Double Track Section - In Tunnel or Subway	km	1,578,243	0.000	0	0.000	0
4	Double Track Section - In Trench	km	1,578,243	0.000	0	0.000	0
	Single Track Section - Total	km		0.000		0.000	
5	Single Track Section - At Grade	km	496,583	0.000	0	0.000	0
6	Single Track Section - On Structure	km	539,121	0.000	0	0.000	0
7	Single Track Section - In Tunnel or Subway	km	539,121	0.000	0	0.000	0
8	Single Track Section - In Trench	km	539,121	0.000	0	0.000	0
9	Freight Double Track - At Grade	km	993,167	0.000	0	0.000	0
10	Freight Single Track - At Grade	km	496,583	0.000	0	0.000	0
Earthwork and Related Items							
1	Site Preparation - Unexcavated	hectare	12,081	0.00	0	0.00	0
2	Cut	m3	9	237,350	2,113,067	46,480	413,747
3	Fill	m3	9	0	0	141,345	1,258,195
4	Borrow	m3	13.35	0.00	0	0.00	0
5	Spill	m3	0.00	0.00	0	0.00	0
6	Cut/Fill Slopes (Landscaping/Erosion Control)	hectare	5,075	0.00	0	0.00	0
7	Fencing (Both Sides of R/W)	km	101,733	27.55	2,802,740	9.90	1,007,155
8	Special Drainage Facilities	5% of Earthwork			245,790		133,955
Structures/Tunnels/Walls							
1	Standard Structure	km	13,733,933	0.95	13,047,237	6.10	83,775,994
2	High Structure	km	16,480,720	4.10	67,570,953	0.00	0
3	Long Span Structure	km	37,577,568	0.00	0	0.00	0
4	Waterway Crossing - Primary	km	25,576,734	0.00	0	0.00	0
5	Waterway Crossing - Secondary (Integration/Central Crossing)	km	23,119,226	0.00	0	0.00	0
6	Twin Single Track Drill & Blast (> 6 Miles)	km	75,040,254	0.00	0	0.00	0
7	Twin Single Track TBM (> 6 Miles)	km	55,464,535	0.00	0	0.00	0
8	Twin Single Track TBM w/3rd Tube (> 6 Miles)	km	75,846,643	0.00	0	0.00	0
9	Double Track Drill & Blast	km	83,740,573	0.00	0	0.00	0
10	Double Track Tunnel (Soft Soil)	km	96,147,381	0.00	0	0.00	0
11	Seismic Chambers (Drill & Blast/Mine)	ea	94,803,899	0.00	0	0.00	0
12	Crossovers	km	94,803,899	0.00	0	0.00	0
13	Cut & Cover Double Track Tunnel	km	46,123,641	0.00	0	0.00	0
14	Trench Short	km	49,568,587	0.00	0	0.00	0
15	Trench Long	km	39,272,636	0.00	0	0.00	0
16	Mechanical & Electrical for Tunnels	km	1,932,362	0.00	0	0.00	0
17	Retaining Walls	km	4,399,945	1.20	5,279,934	0.00	0
18	Continent Walls	km	1,510,559	0.00	0	0.00	0
19	Single Track Cut and Cover Subway	km	30,877,276	0.00	0	0.00	0
Grade Separations							
1	Street Overcrossing HSR - Urban	EA	17,167,417	0.00	0	0.00	0
2	Street Overcrossing HSR - Suburban	EA	6,485,469	0.00	0	0.00	0
3	Street Overcrossing HSR - Undeveloped	EA	1,093,638	0.00	0	0.00	0
4	Street Undercrossing HSR - Urban	EA	17,930,413	3.00	53,791,239	0.00	0
5	Street Undercrossing HSR - Suburban	EA	6,556,967	11.00	75,526,624	9.00	61,802,791
6	Street Undercrossing HSR - Undeveloped	EA	1,157,111	0.00	0	0.00	0
7	Street Bridge HSR Tunnel	EA	0	0.00	0	0.00	0
8	Minor crossing closure	EA	178,032	0.00	0	0.00	0
Rail and Utility Relocation							
1	Single Track Relocation (temporary)	km	1,271,661	0.00	0	0.00	0
2	Single Track Relocation (permanent)	km	1,271,661	0.00	0	0.00	0
3	Single Track Removal	km	63,372	0.00	0	0.00	0
5	Major Utility Relocation - Urban	km	690,338	13.33	9,265,509	4.54	3,135,770
7	Major Utility Relocation - Suburban	km	273,407	9.43	2,576,661	4.00	1,093,428
8	Major Utility Relocation - Undeveloped	km	13,988	9.75	136,356	7.36	102,954
Right-of-Way							
1	Right-of-Way Required for Each Segment	hectare	2,737,608	20.26	55,493,943	7.05	19,302,130
	Urban						

PACHECO- 1 AND 2						
COST ELEMENTS	UNIT	UNIT PRICE (\$)	QUANTITIES			
			Dividon to Morgan Hill		Morgan Hill to Gilroy	
			Pacheco-1		Pacheco-2	
Alignment Cost			Quantities	Item Cost (\$)	Quantities	Item Cost (\$)
Track						
Suburban	hectare	479,081	14.33	6,865,236	5.08	2,912,815
Undeveloped	hectare	342,301	14.62	5,071,418	11.19	3,829,239
Environmental Mitigation						
Environmental Mitigation	3% of Line Cost			10,546,955		6,589,460
System Elements						
1. Signaling (ATC)	km	845,654	32.50	27,483,763	16.00	13,532,486
2. Communications (w/Fiber Optic Backbone)	km	699,413	32.50	22,720,932	16.00	11,190,612
3. Wayside Protection System	km	67,144	32.50	2,162,169	16.00	1,074,259
Electrification Items						
1. Traction Power Supply	km	432,365	32.50	14,051,879	16.00	6,917,833
2. Traction Power Distribution	km	666,233	32.50	25,202,565	16.00	12,889,724
Program Implementation Costs (PER SCREENING)						
Program Implementation Costs	25.5% of Total Cost & Procurement			112,152,247		60,331,479
Contingencies (PER SCREENING)						
Contingencies	25% of Total Construction Cost			109,953,184		63,070,077
Total Construction				361,565,152		219,640,667
Total Construction and Right of Way (Includes Environmental Mitigation)				539,812,734		252,280,309
Grand Total				661,918,165		379,681,864

April 8, 2009

Mr. Dan Leavitt
Deputy Director
ATTN: San Jose to Merced
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt:

Subject: High Speed Rail Scoping input
San Jose to Gilroy segment

Regarding: Attached 5100m (5100 meter) Tunnel Alignment Option

Voices of San Jose (VOSJ) appreciates the opportunity to present this 5100m alternative alignment during the scoping phase of the project EIR San Jose to Merced. VOSJ thanks HSRA staff and consultants, City of San Jose-DOT staff, and Caltrans for their help in preparing this proposal.

Voices of San Jose is a not-for-profit public policy group with the mission to provide thoughtful and constructive solutions to community challenges. VOSJ provides research and analytic support to individuals or organizations desiring significant input to public policy. Volunteer professionals work with community members to help give voice to their ideas.

For your consideration, Voices of San Jose submit this alternative to the double-S curve on the Caltrain alignment between Tamien and Diridon.

This 5100m alignment descends underground near Curtner Avenue, travels 5100 meters passing under Guadalupe River, Hwy 87, I-280, Los Gatos Creek to arrive at Diridon Station. The proposal includes the option to move UPRR and other heavy rail.

In the evaluation of this option vs. the Caltrain route, how will you:

1. Note the minimal CEQA impacts.
2. Measure the decreased risk of significant legal and political delays resulting from property acquisition problems through historic Greater Gardner and North Willow Glen neighborhoods south of Diridon.

3. Consider the faster travel times possible on this alignment.
4. Observe the greater flexibility for a separate bypass track for trains not stopping at Diridon.
5. Take measure of the increased options for implementation of advanced technology over the next 10, 50, and 100 years.
6. Acknowledge the reduced construction mitigations required.
7. Consider the reduced on-going mitigation costs in nearby historic neighborhoods and claims associated with changes in service levels and equipment.
8. Note the greater degrees of freedom in design of an efficient, cost-effective Diridon Multi-modal Station.
9. Acknowledge the greater compatibility with high density, high quality TOD and better use of Redevelopment Agency (RDA) land in the Diridon Station area.

This 5100m alignment offer solutions to the challenges of the Double-S curve south of Diridon station. Minimal CEQA implication and property acquisition would allow for rapid construction of the San Jose to Merced HSR segment. Straighter alignments provide for increased speeds and future technology improvements.

Voices of San Jose is committed to finding solutions that work best for San Jose and all citizens of California, for now and for the next 100 years. VOSJ looks forward to working with HSRA, its consultants, and CSJ-DOT to find the right solution.

Please contact VOSJ if you have questions, require clarifications, or to brainstorm other solutions. VOSJ Project Manager David Dearborn will serve as primary contact; he may be reached at (408) 981-6599 or ddaytond@att.net. VOSJ Director Jean Dresden may be contacted at (408) 298-0275 or jeanann2@aol.com.

Sincerely yours,

A handwritten signature in blue ink that reads "Jean Dresden".

Jean Dresden
Director, Voices of San Jose

cc: Ben Tripousis, SJ-DOT
Henry Servin Jr., P.E. SJ-DOT

CA High Speed Rail, Merced to San Jose

(5100 meter Curtner Avenue to Diridon)

Scoping Input

5100m: An Alternative Alignment

Voices of San Jose

David Dearborn, Project Manager

Jean Dresden, Director

April 8th, 2009

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5100m Overview

Transforming San Jose from “The Bedroom Community” of the South Bay to a world-class urban city requires looking forward.

50 years, 100 years from now, will the country’s first HSR system have a route that represents California’s commitment to the future?

The 5100m alignment gets its name from the tunnel which begins just north of Curtner Avenue, crossing at right angles under the Guadalupe River north of Willow Street, and unobtrusively beneath highly valued TOD and RDA land to Diridon Station It will:

- Facilitate the faster, lighter weight and more energy efficient train sets of the future.**
- Reflect appreciation for San Jose’s history, livability and its sense of community for 1.5 to 2.0 million people.**
- Facilitate wider degrees of freedom in land use planning as San Jose continues to grow.**
- Include the option of including UPRR and other heavy rail.**

There is only one opportunity to get this right.

There will be no going back.

San Jose is the 10th largest city planning for a world-class multi-modal transit hub, mall and urban center.

This proposal presents a secure and unobtrusive freight-friendly 1.350% max grade through San Jose.

Figure 1,

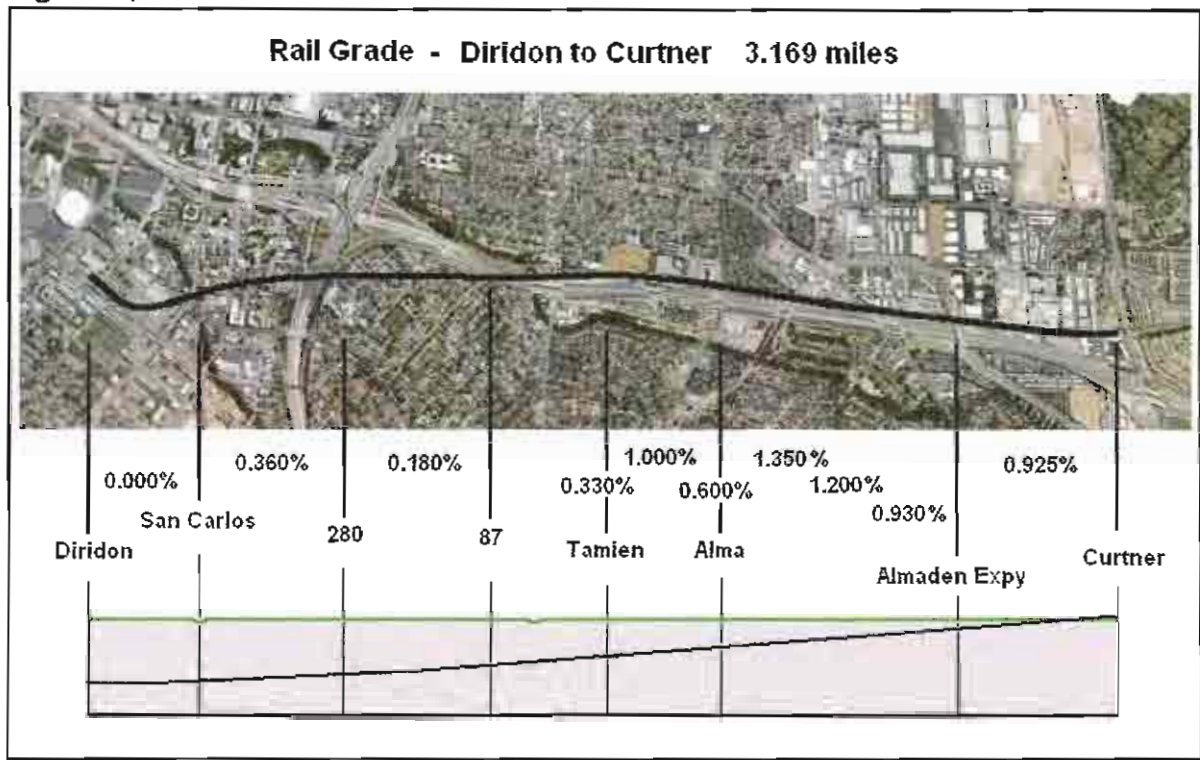


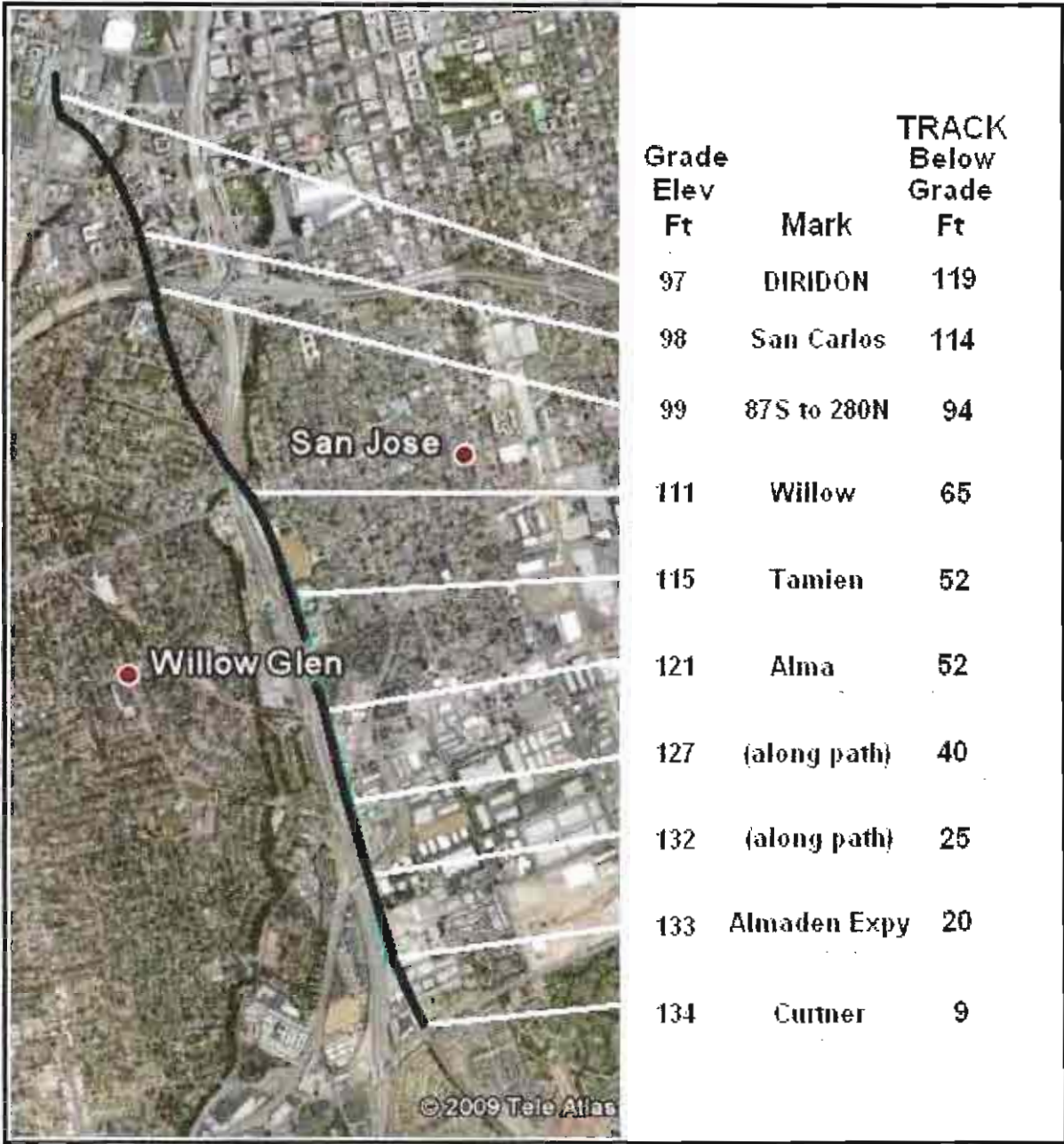
Chart 1.

From (ft)	To	Dist From To	Grade Elev at "from" point	Cost Element	drop ft	% grade	Track below Curtner at "To"	Track below Grade ft
Curtner	Curtner + 300m	984	134	A	9.1	0.920%	9.1	9.1
Curtner + 300m	Almaden Expy	1,312	133	B	12.2	0.930%	21.3	20.3
Almaden Expy	Almaden Expy + 200m	666	132	B	6.1	0.930%	27.4	25.4
Almaden Expy + 200m	Almaden Expy + 700m	1,640	127	C	19.7	1.200%	47.0	40.0
Almaden Expy + 700m	Alma	1,312	121	D E	17.7	1.350%	64.8	51.8
Alma	Tamien	984	115	D E	5.9	0.600%	70.7	51.7
Tamien	Willow	1,312	115	D E	13.1	1.000%	83.8	64.8
Willow	87S flyover to 280N	3,281	111	D E	32.8	1.000%	116.6	93.6
87S flyover to 280N	San Carlos near Josefa	3,281	99	D E	32.8	1.000%	149.4	114.4
San Carlos near Josefa	Station Rail South entry	1,640	98	D E	6.6	0.400%	156.0	120.0
Station Rail South entry	Diridon platform	328	97	D E	0.0	0.000%	156.0	119.0

- A at grade - plus or minus 3.1m (10 feet)
- B trench - 3.1m to 8m inside (10 - 26 feet)
- C covered trench -
- D tunnel - double track HSR mined soft soil
- E tunnel - twin single track <6mi mined soft soil

Note: Final 5100m track grade and depth at Diridon designed as appropriate for final station design.

Fig. 2 5100m satellite view showing Grade Elevation and Track below Grade from Curtner to Diridon



5100m EIR / EIS Discussion

Socio Economics, Neighborhoods & Environmental Justice:

None -- buried underground

Eminent Domain:

None/ very small -- mostly public land and underground

Land Taking:

None/ very small -- mostly public land and underground

Traffic & Mobility:

None -- only at and around station; no road/street closures required; no rebuilding of overpasses or grade separations

Biological Resources & Riparian Corridors:

None – No rail bed, structures, construction, vibration, displacement, mitigation or modifications required. ROW buried well below the Guadalupe River and Los Gatos water ways and riparian corridors. No impact on migratory fish, reptiles, birds, mammals, insects, grasses, plants, habitat, and other

Noise & Vibration:

None -- no surface structures or at grade rail beds in or through historic neighborhoods or densely populated core city areas as ROW is well under ground in areas of greatest concern

Construction Impacts:

Significantly fewer -- only south of Tamien and tunnel entrance; no pile driving; no earth moving equipment; no concrete, steel and materials trucks; no cranes and overhead equipment; no road closures; no construction mitigation issues

Sound Mitigation:

None-to-nil -- buried under ground; no sound walls required

Cumulative & Secondary Impacts:

None to nonexistent -- Combined HSR, Caltrain & other heavy rail are buried and under ground; simultaneous or cumulative noise and vibration is underground and fully mitigated

Parks Recreation & Open Space:

None taken -- Preserves, protects and enhances opportunities for parks, trails and open space -- Preserves, protects and enhances visual, aesthetic value and eliminates sound pollution for same -- Reference Scoping input letter from Dr. Laurence Lowell Ames and others

Transportation & Circulation:

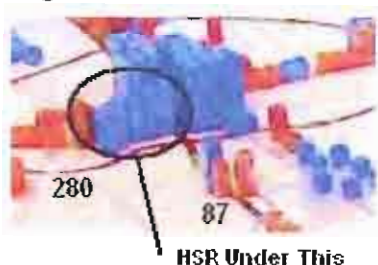
Walking and Bike Trails – No mitigation require -- HSR, Caltrain & other passenger and light freight heavy rail is underground providing increased opportunity for greater carbon free mobility within and about the city... for work related commuting, general mobility and recreation and health maintenance -- See Scoping letter from Dr. Larry Ames

Auto & Public transportation – No mitigation required -- HSR, Caltrain, Amtrak, ACE and UPRR rail can follow this alignment underground through San Jose

Local Growth:

No Impact – Track ROW and associated space and imposition considerations are non-existent – buried under ground

Fig. 3



San Jose DOT planning vision as proposed in conjunction with the Santa Clara County Valley Transit Authority (Q-1 2009)

Station Planning:

No to little impact -- 5100m is an underground option that offers greater architectural freedom in planning the new Diridon multi-modal transit mall -- Options for separate bore(s) for through passage are possible.

Land Use & Property:

Little-to-No Impact -- HSR, Caltrain and other heavy rail is buried under ground -- 5100m offers greater degrees of freedom for Land Use planning -- Little to No Impact on Property values due to above ground alignment options

EMI / EMF:

None -- Buried and under ground

Security & Public Safety:

None -- 5100m is buried and underground

Blight, Land Remnants & Misuse:

None -- 5100m alignment is buried and underground; No land remnants to provide shelter or opportunity for misuse, unauthorized use or undesired or illegal behavior

Aesthetics & Visual Quality:

No Impact -- 5100m is buried underground -- No supporting structures -- No sound or security barriers -- No visible overhead wires or suspension structures -- No cleaning or aesthetics mitigation or maintenance concerns -- No impact of such on perceived or real property values

Hydrology & Water Resources:

None to Little -- See Appendix

Geology & Seismicity:

None to Little -- Current bore designs and construction technology mitigate this issue -- The difficulty of boring 5100m has been referred to by some... “ like a hot knife through butter” See Appendix

5100m Speed Considerations

-- This high speed alignment removes 30 seconds from every HSR train stopping at San Jose, and even more for through trains

-- Larger radii, gentle grade, enhanced security and reduced mitigation allow the highest possible speeds with the least challenges.

-- This proposal reserves the smaller turn radius for entry to the Diridon station where slower speed is needed for station arrival.

-- Speed models below; see table 2.

Table 2.

Caltain Alignment					100 yr Alignment			
m	mi.	mph	time sec		m	mi.	mph	time sec
100	0.06	10	22.37	Diridon	100	0.06	10	22.37
200	0.12	25	8.95		200	0.12	25	8.95
300	0.19	40	5.59		300	0.19	45	4.97
400	0.25	50	4.47		400	0.25	60	3.73
500	0.31	60	3.73		500	0.31	70	3.20
600	0.37	65	3.44	San Carlos	600	0.37	80	2.80
700	0.43	65	3.44		700	0.43	95	2.35
800	0.50	70	3.20		800	0.50	105	2.13
900	0.56	75	2.98		900	0.56	115	1.95
1000	0.62	75	2.98		1000	0.62	125	1.79
1100	0.68	75	2.98		1100	0.68	135	1.66
1200	0.75	75	2.98		1200	0.75	145	1.54
1300	0.81	70	3.20		1300	0.81	155	1.44
1400	0.87	65	3.44		1400	0.87	165	1.36
1500	0.93	60	3.73		1500	0.93	175	1.28
1600	0.99	60	3.73	280 Fly	1600	0.99	185	1.21
1700	1.06	60	3.73		1700	1.06	185	1.21
1800	1.12	65	3.44		1800	1.12	185	1.21
1900	1.18	75	2.98		1900	1.18	185	1.21
2000	1.24	80	2.80		2000	1.24	185	1.21
2100	1.30	95	2.35		2100	1.30	185	1.21
2200	1.37	110	2.03		2200	1.37	185	1.21
2300	1.43	125	1.79		2300	1.43	185	1.21
2400	1.49	140	1.60		2400	1.49	185	1.21
2500	1.55	155	1.44		2500	1.55	185	1.21
2600	1.62	170	1.32	Willow	2600	1.62	185	1.21
2700	1.68	185	1.21		2700	1.68	185	1.21
2800	1.74	185	1.21		2800	1.74	185	1.21
2900	1.80	185	1.21		2900	1.80	185	1.21
3000	1.86	185	1.21	Tamien	3000	1.86	185	1.21
total seconds.....			110		total seconds.....			80

Venting:

A number of areas for venting and emergency access or exit are possible along this 5100m bore to the Diridon Station. Exact locations will depend on engineering details and design codes or standards.

Estimated Cost Difference

The 5100m alternative would cost an estimated \$439,000,000 more than the currently proposed above-ground Caltrain right-of-way design from Diridon to Morgan Hill. This option adds 1.3% to the 800 mile California High Speed Rail estimated project costs. See table 3.

To arrive at this \$439mil figure, subtract the current estimated significant costs from the estimated Tunnel Alignment significant costs.

Table 3.

5100m Tunnel Alignment Cost Estimate

		m	Cost Element	cost element \$ / meter	Cost
Curtner	to Almaden Expy	300	A	not applicable	0
		400	B	49,668	19,867,035
Almaden Expy	to Alma	200	B	49,668	9,933,517
		500	C	48,124	24,061,821
Alma	to Station Rail entry	3700	D E	151,712	561,334,093
track removal from Willow to Diridon 2x		2500	F	127	317,500
est. total cost					615,513,966

Current Caltrain Alignment Cost

cost elements in the current alignment	unit	qty	cost / unit	total cost of presented alignment
steet undercrossing / urban HSR	ea	3.0	17,930,413	53,791,239
steet undercrossing / suburban HSR	ea	4.0	6,886,967	27,547,868
retaining wall	km	0.5	4,399,945	2,199,973
high structure	km	3.0	16,480,720	49,442,160
standard structure	km	1.0	13,733,933	13,733,933
long span structure	km	0.5	37,577,568	18,788,784
major utility relocate/ urban	km	2.0	680,338	1,360,676
major utility relocate/ suburban	km	2.3	273,407	628,836
estimated environmental mitigation				9,000,000
est. total cost				176,493,469

cost per unit or meter

	\$ / meter
A at grade - plus or minus 3.1m (10 feet)	not applicable
B trench - 3.1m to 8m inside (10 - 26 feet)	49,668
C covered trench -	48,124
D tunnel - double track HSR mined soft soil	96,247
E tunnel - twin single track <6mi mined soft soil	55,465
F single track removal times 2 tracks	127

Note: Shown above are significant cost figure elements, and do not include items common to be both alignment options.

Relative per capita cost comparison

Per capita CA HSR Morgan Hill to Diridon via the 5100m underground option. Several population segments are presented. (see table 4. below)

Table 4 Total cost Morgan Hill to Diridon via 5100m alignment option.

HSR Diridon to Morgan Hill with Underground
Curtner / Almaden Expy to Diridon \$1,100,918,165

Population Segment	count	\$/capita / 1 yr.	\$/capita/ 30 yrs
HSR Riders / yr	50,000,000	22.02	0.73
State Residents	36,700,000	30.00	1.00
State Reg Voters	23,200,000	47.45	1.58
SCCo. Residents	1,800,000	611.62	20.39
SCCo. Reg Voters	1,117,300	985.34	32.84
SJ Residents	950,000	1,158.86	38.63
SJ Reg Voters	610,000	1,804.78	60.16

Per capita cost for BART Fremont to San Jose via the 4.1 mile underground tunnel. Several population segments are presented. (see table 5. below)

Table 5.

BART: Warm Springs to San Jose...
Right of Way, Stations, Construction \$6,100,000,000

Population Segment	count	\$/capita / 1 yr.	\$/capita/ 30 yrs
State Residents	36,700,000	166.21	5.54
BART Riders /yr SJ *	17,000,000	358.82	11.96
SCCo. Residents	1,800,000	3,388.89	112.96
SCCo. Reg Voters	1,117,300	5,459.59	181.99
SJ Residents	950,000	6,421.05	214.04
SJ Reg Voters	610,000	10,000.00	333.33

* Estimated BART ridership /yr in and out of San Jose
Estimated at 15% of total BART annual ridership

Summary

For CA High Speed Rail . . .

- Shaves 30 seconds off every train stopping at San Jose
- Reduces even more time for ‘through trains’
- Eliminates protracted delays related to property acquisition
- Reduces / eliminates CEQA concerns and mitigation
- Simplifies Scoping and EIR process through San Jose
- Simplifies Security issues
- More readily accepts newer technology, upgrades and higher speed train sets
- Is truly the design for the next 100 years

For San Jose . . .

- Frees up land for a world class transit mall
- Eliminates downtown underpasses and overpasses
- Is freight friendly with 1.350% max grade
- Preserves homes of unique character and distinction
- Eliminates intrusive and disruptive multi-rail corridor
- Frees up over 50 acres of former right of way
- Truly the design for San Jose’s future

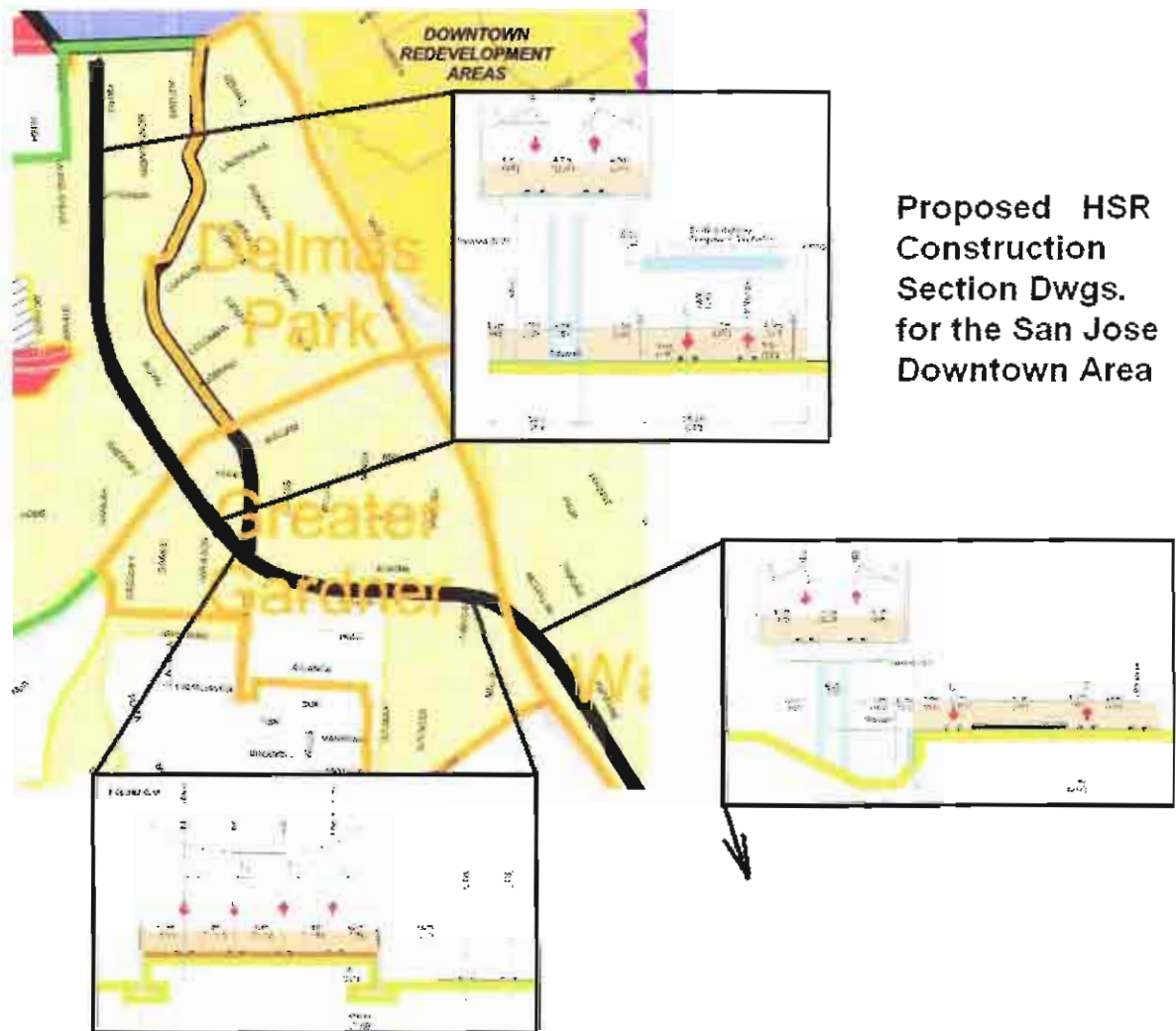
A winning solution for San Jose – HSRA and the citizens of California

Appendix

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Currently Proposed Alignment

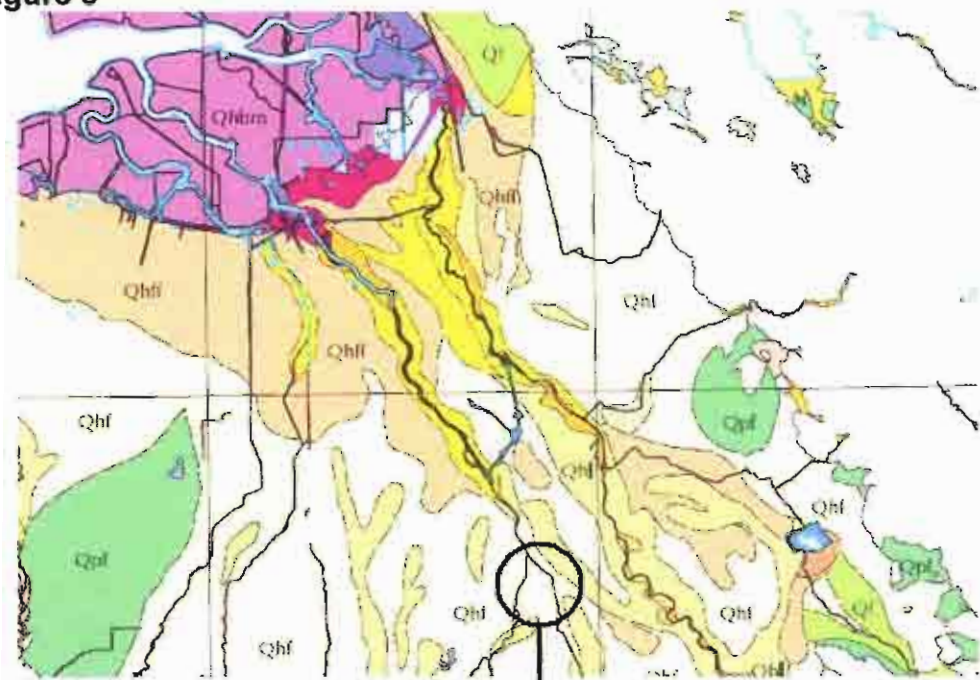
fig. 4 **Currently proposed Caltrain alignment structures**



Soils and Hydrology:

The USGS soils and geological map of the north central San Jose area illustrates substrates below the Arena, Diridon and proposed underground alignment. (Figure 5 and 5a)

Figure 5



Area of Arena, Diridon and 280-87

Fig. 5a

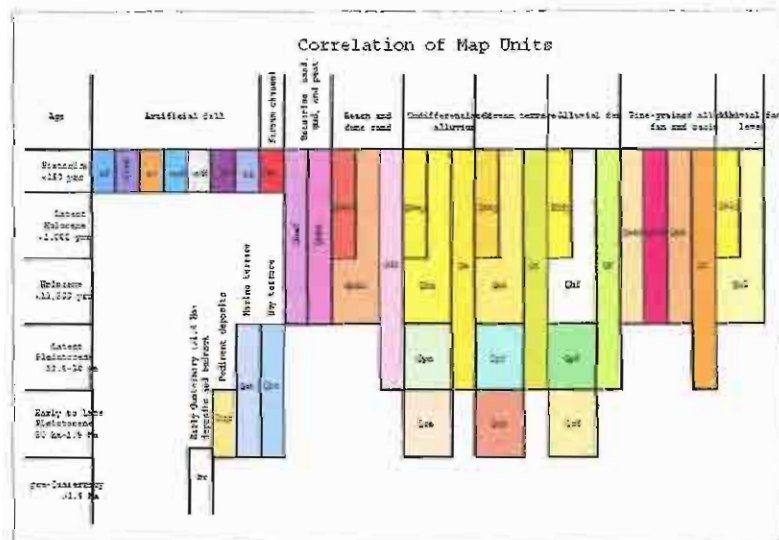
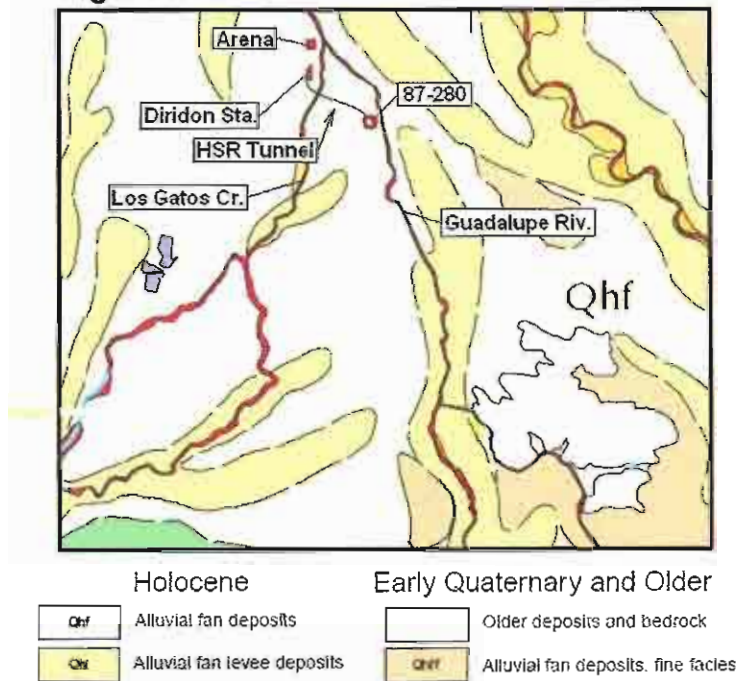


Figure 9 shows the tunnel entrance just west of the Guadalupe River channel, running northwest under the Los Gatos Creek and into the Diridon Station.

The entire 0.813 mile or 4,300 feet run through Alluvial Fan Deposits. Over the last 100 year as the water table of Santa Clara Valley has dropped and the valley floor has settled, these soils have become compact loam-like soils that are not as water laden as in the past.

Figure 6 Soil

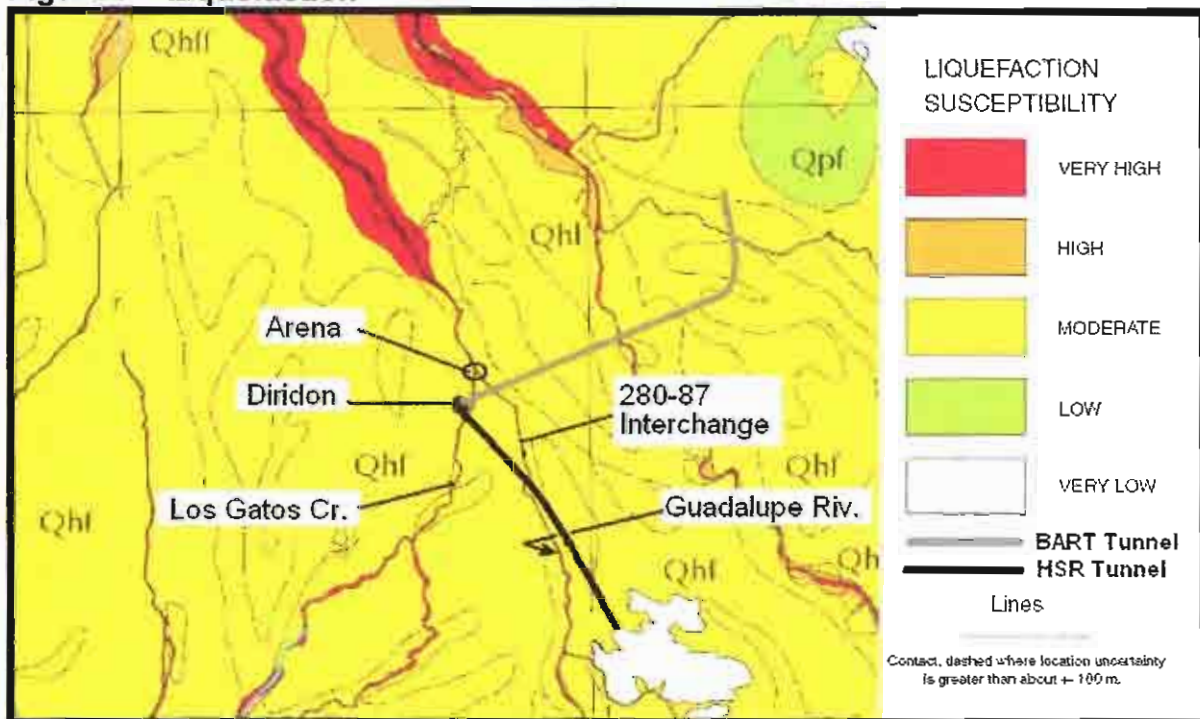


Geology & Seismicity

Figure 10 illustrates areas of liquefaction susceptibility in the areas of north and central San Jose. Although subsoil in the area of this proposed tunnel alignment are alluvial fan deposits and may contain varying levels of subsoil moisture, these soils present moderate levels of risk to well engineered below-grade structures.

It is assumed that upon further examination of these soils, tunnel design, construction materials and processes will be selected to provide the maximum level of safety and sustainability.

Figure 7 Liquefaction



Information provided in the VTA BART EIR summarized from the *Geotechnical Exploration Findings and Recommendations Report (Earth Tech, Inc. 2003)* states the following:

“From the Market Street Station and proceeding west, some granular deposits of sand and gravel to silty sand and clayey sand interbedded in fine grained silts and clays are expected.”

This report goes on to state:

“... whereas at Guadalupe River and Los Gatos Creek there is potential for liquefaction primarily within the upper 20 feet of the soil profile.”

Areas along this proposed tunnel (TTN) alignment would have to be identified by detailed geotechnical studies during the design phase of the Project.

Tunnel design and construction of that intended for the BART tunnel in these soils have been reviewed and are considered standard, safe and reliable.

Construction Views

Note: The following construction views for general illustration only.

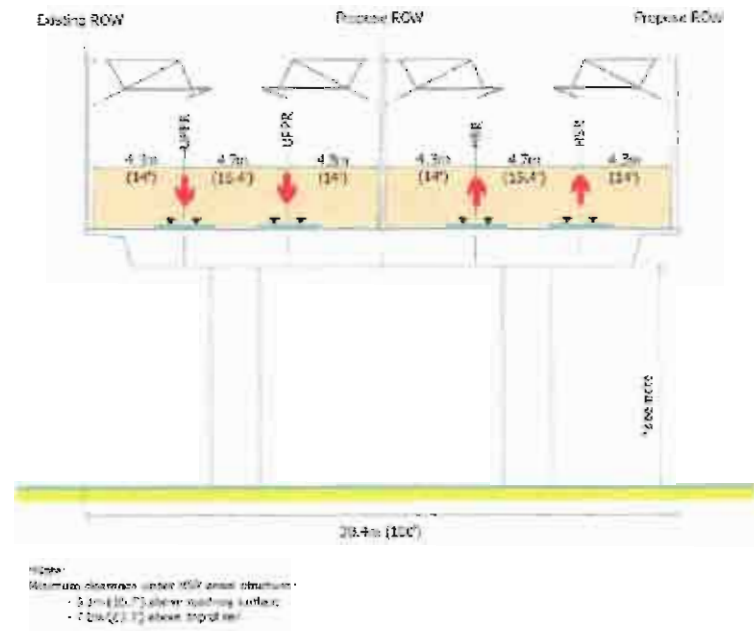
Virginia St. south (Caltrain ROW)



California High-Speed Train Program (2008)

Figure PP-8

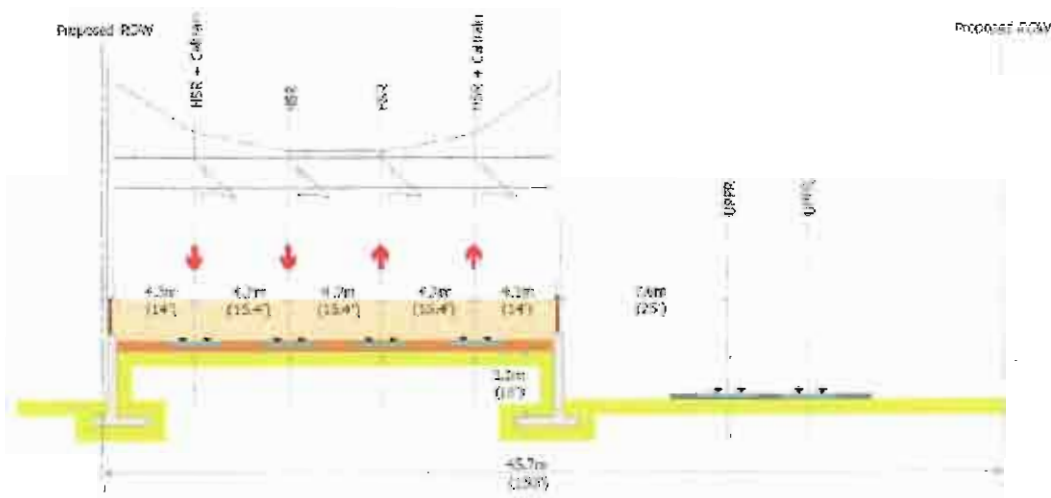
Structure over 87 (Caltrain ROW)



California High-Speed Train Program (EIS)

Figure NS-20

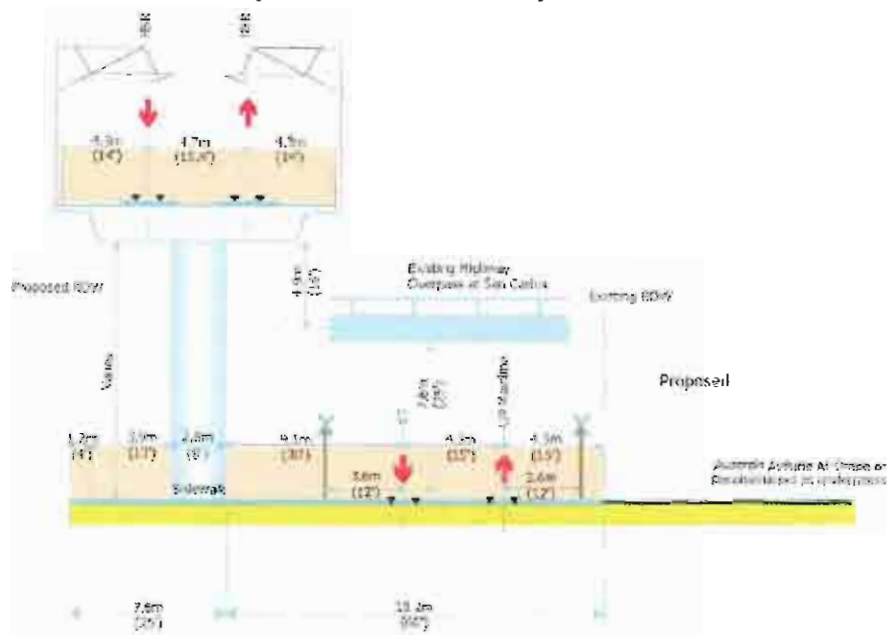
87 to 280 (Caltrain ROW)



California High-Speed Train Program (EIS)

Figure PP-9

280 to Diridon (Caltrain ROW)



California High-Speed Train Program EIR/IS

Figure PP-7

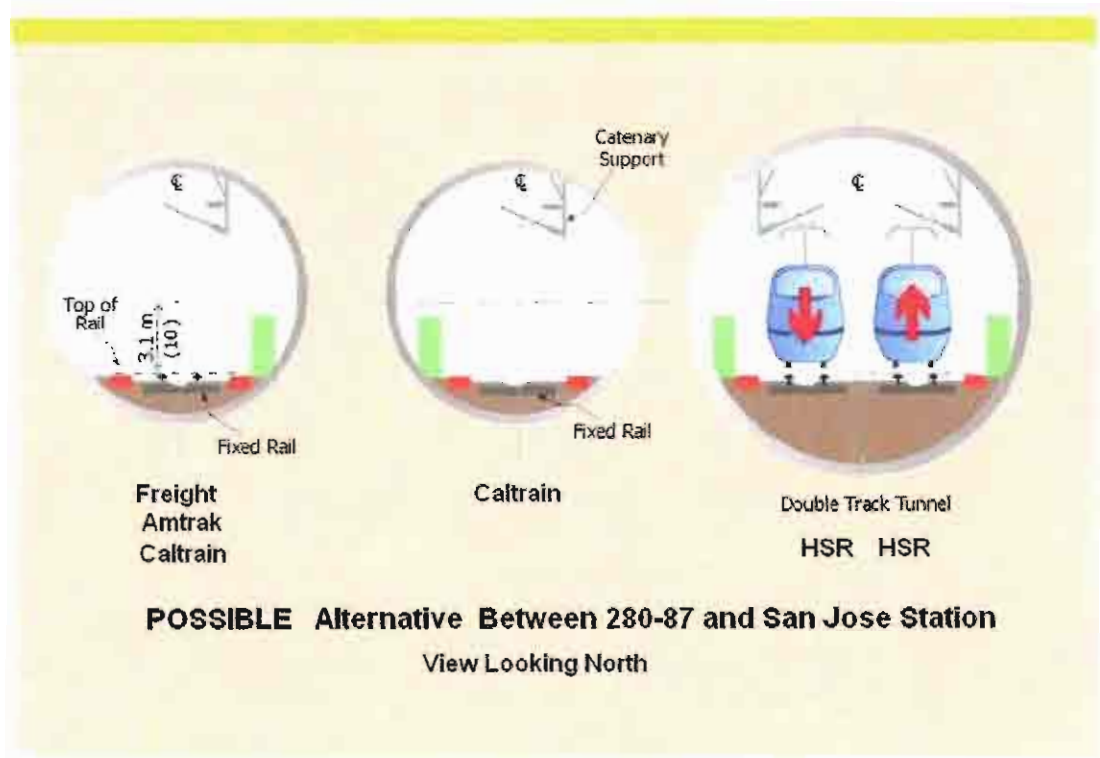
Four tracks – covered trench



Tunnel approach



Tunnel Option



PACHECO- 1 AND 2						
COST ELEMENTS	UNIT	UNIT PRICE (\$)	QUANTITIES			
			Diridon to Morgan Hill		Morgan Hill to Gilroy	
			Pacheco-1		Pacheco-2	
Alignment Cost			Quantities	Item Cost (\$)	Quantities	Item Cost (\$)
Track						
Double Track Section-Total	km		32.50		16.00	
1 Double Track Section - At Grade	km	893,167	27.450	27,262,430	9.900	9,832,352
2 Double Track Section - On Structure	km	1,878,243	5.050	9,485,125	6.100	11,457,280
3 Double Track Section - In Tunnel or Subway	km	1,878,243	0.000	0	0	0
4 Double Track Section - In Trench	km	1,878,243	0.000	0	0.000	0
Single Track Section - Total	km		0.050		0.000	
5 Single Track Section - At Grade	km	496,593	0.000	0	0.000	0
6 Single Track Section - On Structure	km	929,121	0.000	0	0.000	0
7 Single Track Section - In Tunnel or Subway	km	929,121	0.000	0	0.000	0
8 Single Track Section - In Trench	km	929,121	0.000	0	0.000	0
9 Freight Double Track - At Grade	km	893,167	0.000	0	0.000	0
10 Freight Single Track - At Grade	km	496,593	0.000	0	0.000	0
Earthwork and Related Items						
1 Site Preparation - Uncave/soil	hectare	12,081	0.00	0	0.00	0
2 Cut	m ²	9	237,360	2,113,267	46,460	413,747
3 Fill	m ³	9	0	0	141,345	1,253,196
4 Borrow	m ³	13.35	0.00	0	0.00	0
5 Spoil	m ³	0.00	0.00	0	0.00	0
6 Cut/Fill Slopes (Landscaping/Erosion Control)	hectare	6,875	0.00	0	0.00	0
7 Fencing (Both Sides of Right)	km	101,733	27.55	2,803,740	9.50	1,007,155
8 Special Drainage Facilities	5% of Earthwork			345,780		133,555
Structures/Tunnels/Walls						
1 Standard Structure	km	12,733,833	0.95	13,047,237	6.10	83,775,994
2 High Structure	km	16,480,720	4.10	67,570,953	0.00	0
3 Long Span Structure	km	27,577,568	0.00	0	0.00	0
4 Waterway Crossing - Primary	km	26,876,734	0.00	0	0.00	0
5 Waterway Crossing - Secondary (Irrigation/Canal Crossing)	km	23,119,226	0.00	0	0.00	0
6 Twin Single Track Drill & Blast (<6 Miles)	km	75,040,754	0.00	0	0.00	0
7 Twin Single Track TBM (<6 Miles)	km	55,464,535	0.00	0	0.00	0
8 Twin Single Track TBM w/3rd Tube (<6 Miles)	km	78,846,643	0.00	0	0.00	0
9 Double Track Drill & Blast	km	83,740,573	0.00	0	0.00	0
10 Double Track Mined (Soft Soil)	km	96,247,283	0.00	0	0.00	0
11 Seismic Chamber (Drill & Blast/Mined)	ea	54,503,899	0.00	0	0.00	0
12 Crossovers	ea	54,503,899	0.00	0	0.00	0
13 Cut & Cover Double Track Tunnel	km	48,123,641	0.00	0	0.00	0
14 Trench Short	km	49,668,587	0.00	0	0.00	0
15 Trench Long	km	39,272,836	0.00	0	0.00	0
16 Mechanical & Electrical for Tunnels	km	1,931,362	0.00	0	0.00	0
17 Retaining Walls	km	4,299,945	1.20	5,279,934	0.00	0
18 Containment Walls	km	1,500,559	0.00	0	0.00	0
19 Single Track Cut and Cover Subway	km	30,977,276	0.00	0	0.00	0
Grade Separations						
1 Street Overcrossing HSR - Urban	EA	17,167,417	3.00	0	0.00	0
2 Street Overcrossing HSR - Suburban	EA	6,485,469	0.00	0	0.00	0
3 Street Overcrossing HSR - Undeveloped	EA	1,053,628	0.00	0	0.00	0
4 Street Undercrossing HSR - Urban	EA	17,930,413	3.00	53,751,239	0.00	0
5 Street Undercrossing HSR - Suburban	EA	6,966,967	11.00	75,535,634	9.00	61,802,701
6 Street Undercrossing HSR - Uncave/soil	EA	1,157,211	0.00	0	0.00	0
7 Street Bridge w/ SR Traffic	EA	0	0.00	0	0.00	0
8 Minor crossing closure	EA	178,032	0.00	0	0.00	0
Rail and Utility Relocation						
1 Single Track Relocation (temporary)	km	1,271,661	0.00	0	0.00	0
2 Single Track Relocation (permanent)	km	1,271,661	0.00	0	0.00	0
3 Single Track Rampart	km	63,372	0.00	0	0.00	0
4 Major Utility Relocation - Urban	km	680,338	13.33	9,065,509	4.64	3,156,770
5 Major Utility Relocation - Suburban	km	273,407	9.43	2,576,561	4.60	1,093,626
6 Major Utility Relocation - Undeveloped	km	13,988	9.75	135,356	7.26	102,954
Right-of-Way						
1 Right-of-Way Required for Each Segment	hectare	2,737,608	20.26	55,453,943	7.05	19,380,116
Urban						



PACHECO- 1 AND 2						
COST ELEMENTS	UNIT	UNIT PRICE (\$)	QUANTITIES			
			Dividan to Morgan Hill		Morgan Hill to Gilroy	
			Pacheco-1		Pacheco-2	
Track			Quantities	Item Cost (\$)	Quantities	Item Cost (\$)
Superior	hectare	479,084	14.13	6,865,256	5.05	2,912,815
Underused	hectare	342,301	14.92	5,071,418	11.19	3,829,229
Environmental Mitigation						
Environmental Mitigation	25% of Line Cost			10,646,595		6,289,460
System Elements						
1. Signaling (ATC)	km	648,684	32.50	27,465,763	16.00	12,530,466
2. Communications (w/Fiber Optic Backbone)	km	699,413	32.50	22,720,932	16.00	11,190,612
3. Wayside Protection System	km	67,444	32.50	2,182,169	16.00	1,074,399
Electrification Items						
1. Traction Power Supply	km	432,363	32.50	14,051,849	16.00	6,917,633
2. Traction Power Distribution	km	606,233	32.50	19,702,565	16.00	12,499,724
Program Implementation Costs (PER SCREENING)						
Program Implementation Costs	25.5% of Total Cost @ Procurement			112,152,347		64,331,479
Contingencies (PER SCREENING)						
Contingencies	25% of Total Construction Cost			109,953,184		63,670,077
Total Construction				361,955,162		219,646,657
Total Construction and Right of Way (Includes Environmental Mitigation)				439,817,734		252,380,309
Grand Total				661,915,165		279,681,864

April 8, 2009

Mr. Dan Leavitt
Deputy Director
ATTN: San Jose to Merced
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt:

Subject: High Speed Rail Scoping input
San Jose to Gilroy segment

Regarding: Attached Thread the Needle (TTN) Tunnel Alignment Option

Voices of San Jose (VOSJ) appreciates the opportunity to present this TTN alternative alignment during the scoping phase of the project EIR San Jose to Merced. VOSJ thanks HSRA staff and consultants, City of San Jose-DOT staff, and Caltrans for their help in preparing this proposal.

Voices of San Jose is a not-for-profit public policy group with the mission to provide thoughtful and constructive solutions to community challenges. VOSJ provides research and analytic support to individuals or organizations desiring significant input to public policy. Volunteer professionals work with community members to help give voice to their ideas.

For your consideration, Voices of San Jose submit this TTN alternative to the double-S curve on the Caltrain alignment between Tamien and Diridon.

Thread the Needle (TTN) alignment follows Highway 87 from Tamien Station to the I-280 and Hwy 87 interchange where it would thread the "eye" of the needle and descend underground among the flyovers of the interchange. The proposal includes the option to move UPRR and other heavy rail.

In the evaluation of this option vs. the Caltrain route, how will you:

1. Note the minimal CEQA impacts.
2. Measure the decreased risk of significant legal and political delays resulting from property acquisition problems through historic Greater Gardner and North Willow Glen neighborhoods south of Diridon.

3. Consider the faster travel times possible on this alignment.
4. Observe the greater flexibility for a separate bypass track for trains not stopping at Diridon.
5. Take measure of the increased options for implementation of advanced technology over the next 10, 50, and 100 years.
6. Acknowledge the reduced construction mitigations required.
7. Consider the reduced on-going mitigation costs in nearby historic neighborhoods and claims associated with changes in service levels and equipment.
8. Note the greater degrees of freedom in design of an efficient, cost-effective Diridon Multi-modal Station.
9. Acknowledge the greater compatibility with high density, high quality TOD and better use of Redevelopment Agency (RDA) land in the Diridon Station area.

The TTN alignment offer solutions to the challenges of the Double-S curve south of Diridon station. Minimal CEQA implication and property acquisition would allow for rapid construction of the San Jose to Merced HSR segment. Straighter alignments provide for increased speeds and future technology improvements.

Voices of San Jose is committed to finding solutions that work best for San Jose and all citizens of California, for now and for the next 100 years. VOSJ looks forward to working with HSRA, its consultants, and CSJ-DOT to find the right solution.

Please contact VOSJ if you have questions, require clarifications, or to brainstorm other solutions. VOSJ Project Manager David Dearborn will serve as primary contact; he may be reached at (408) 981-6599 or ddaytond@att.net. VOSJ Director Jean Dresden may be contacted at (408) 298-0275 or jeanann2@aol.com.

Sincerely yours,

Jean Dresden
Director, Voices of San Jose

cc: Ben Tripousis, SJ-DOT
Henry Servin Jr., P.E. SJ-DOT



Thread the Needle (TTN)

CA High Speed Rail, San Jose to Merced

Willow St. (north of Tamien) to Diridon

Scoping Input TTN, An Alternative Alignment

Voices of San Jose

David Dearborn, Project Manager

Jean Dresden, Director

April 8th, 2009

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Overview

This Thread the Needle (TTN) alternative alignment offers a faster, more secure path through San Jose.

TTN proposes crossing 87 near West Virginia Street north of Tamien Station and going through the 87-280 interchange and on to Diridon underground. It incorporates a 4,300 foot unobtrusive tunnel under highly valued TOD and RDA land.

This alignment and design through San Jose would:

- **Facilitate faster, lighter weight and more energy efficient train sets of the future.**
- **Reflect respect for San Jose's history, livability and sense of community for 1.5 to 2.0 million people.**
- **Facilitate wider degrees of freedom in land use planning and design as San Jose continues to grow.**
- **Include the option of including UPRR and other heavy rail.**

There is only one chance to get this right.

There will be no going back.

San Jose is the 10th largest city planning for a world-class multi-modal transit hub, mall and urban center.

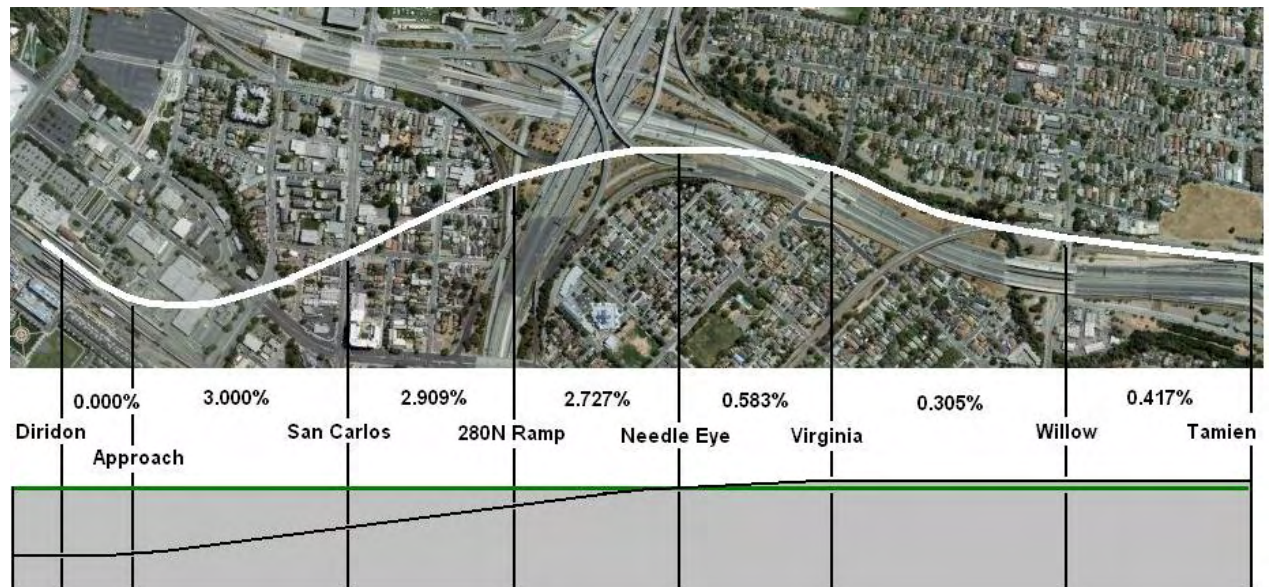
The TTN proposal presents an underground 2.5 to 3.0% grade into and out of Diridon starting at the 87-280 interchange (Threading the Needle).

Configuration:

Various tunnel configurations are possible: one large bore with 4 tracks, two parallel bores, 2 tracks each, or three parallel bores,

Figure 1 below illustrates the proposed alignment (marked in white) from south of West Virginia St. and east of 87 - - crossing north and west over 87 - - entering the open space between 87 and south bound flyover ramp - - and proceeding northwest under 280 into the tunnel under Auzerais Avenue and on to the Diridon Station.

Figure 1. Illustration (not to scale) showing grade profile.



Once the right of way enters the 87-280 interchange as illustrated in Figure 2, the descent begins to a level designed to cross under BART at the Diridon Station.

This option would use a 2.5 to 3.0 percent grade to reach Diridon at the desired level under the proposed BART tunnel depth.

Figure 2. TTN bore in 87-280 interchange. View from W. Virginia overpass



Illustrated in Figure 3 below is the large radius curve over 87 and entering the interchange under the 280N flyover to 87S and starting its descent under 280 and the neighborhoods beyond.

Figure 3.

87 North



87 South

Environmental Issues

Socio Economics, Neighborhoods & Environmental Justice:

None -- buried underground

Eminent Domain:

None/ very small -- mostly public land and underground

Land Taking:

None/ very small -- mostly public land and underground

Traffic & Mobility:

None north of 280 -- only at and around station; no road/street closures required -- possibly at W. Virginia east of 87 (TBD)

Biological Resources & Riparian Corridors:

None – No rail bed, structures, construction, vibration, displacement, mitigation or modifications required. ROW buried well below the Guadalupe River and Los Gatos water ways and riparian corridors. No impact on migratory fish, reptiles, birds, mammals, insects, grasses, plants, habitat, and other

Noise & Vibration:

None -- no surface structures or at grade rail beds in or through historic neighborhoods or densely populated core city areas as ROW is well underground in areas of greatest concern

Construction Impacts:

Significantly fewer -- once over 87 and through the 280-87 interchange and underground, construction related issues and mitigation is reduced.

Sound Mitigation:

None-to-nil -- buried underground; no sound walls required

Cumulative & Secondary Impacts:

None to nonexistent -- Combined HSR, Caltrain & other heavy rail are buried and underground; simultaneous or cumulative noise and vibration is underground and fully mitigated

Parks Recreation & Open Space:

None taken -- Preserves, protects and enhances opportunities for parks, trails and open space -- Preserves, protects and enhances visual, aesthetic value and eliminates sound pollution for same -- Reference Scoping input letter from Dr. Lawrence Lowell Ames

Transportation & Circulation:

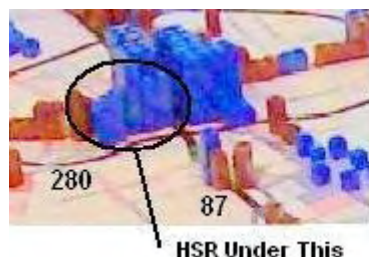
Walking and Bike Trails – No mitigation require -- HSR, Caltrain & other passenger and freight heavy rail is underground providing increased opportunity for greater carbon free mobility within and about the city... for work related commuting, general mobility and recreation and health maintenance. Reference Scoping letter from Dr. Lawrence Lowell Ames

Auto & Public transportation – No mitigation required -- HSR, Caltrain & other passenger and freight heavy rail is underground

Local Growth:

No Impact – Track ROW and associated space and imposition considerations are non-existent – buried underground

Fig. 4



San Jose DOT planning vision as proposed in conjunction with the Santa Clara County Valley Transit Authority (Q-1 2009)

Station Planning:

**No to little impact -- Greater architectural degrees of freedom
-- HSR is buried under ground – Options for Caltrain are open
-- Option for a separate bore for through freight or HSR is possible.**

Land Use & Property:

Little-to-No Impact -- HSR, Caltrain and other heavy rail is buried under ground -- Greater degrees of freedom for Land Use planning -- Little to No Impact on Property values due to above ground alignment options

EMI / EMF:

None -- Buried and under ground

Security & Public Safety:

None -- Buried and under ground; limited or no access;

Blight, Land Remnants & Misuse:

None -- Buried and under ground; No land remnants to provide shelter or opportunity for misuse, unauthorized use or undesired or illegal behavior

Aesthetics & Visual Quality:

Little Impact -- Buried underground except for W. rail fly over 87 -- otherwise no supporting structures, sound or security barriers walls, visible overhead wires or suspension structures -- No cleaning or aesthetics mitigation or maintenance concerns – No impact of such on perceived or real property values

Hydrology & Water Resources:

None to Little -- See Appendix

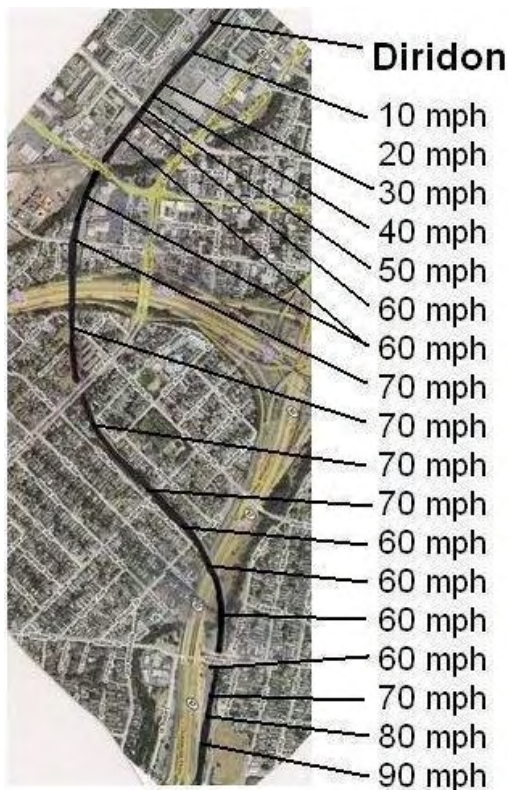
Geology & Seismicity:

None to Little -- Current bore designs and construction technology mitigate this issue. See Appendix

Speed Considerations:

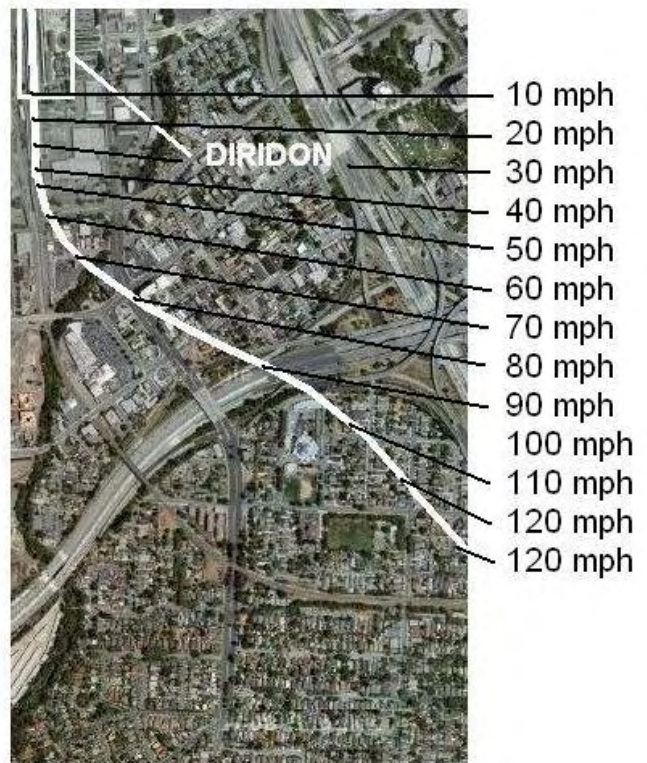
- This alignment offers higher speed rail and reduced travel time through San Jose saving 12 to 16 seconds per train.
- Larger radii and more direct route allow faster speeds entering the urban area and Diridon Station.
- This proposal reserves the smaller turn radius for the ROW closest to the station where slower speed is needed for station arrival.
- Speed models shown in Figures 6 and 7

Fig. 6



Current Caltrain ROW

Fig. 7



Tunnel Alignment

Venting:

A number of areas for venting and emergency access or exit are possible between the 87-280 bore entrance and the Diridon Station. Exact locations will depend on engineering details and design codes or standards.

Estimated Cost Differences

This 0.813 mile alternative would cost an estimated \$175,000,000 more than the currently proposed above-ground Caltrain right-of-way design; 0.5% of the 800 mile California High Speed Rail estimated project costs. (See table 3.)

To arrive at this \$175M figure, subtract the current estimated significant costs from the estimated TTN alignment significant costs. (Reference Definition of Cost Elements in the Appendix)

This 0.813 mile tunnel concept would eliminate a number of designs, construction and environmental issues inherent in the current above ground Caltrain urban alignment plan.

This tunnel plan would allow the construction and preparations for use to take place with minimal disruption and mitigation before going on line.

Comparison of these two alternatives include the following construction cost elements:

- Design, construction and related mitigation cost of adhering to the current Caltrain alignment. Table 1.
- Design, construction and related mitigation cost related to this proposed TTN underground alignment. Table 2.
- Note: Tables below list only the major cost elements that differentiate these two options.
- Such elements as electrification, signal, communications and other less significant cost elements are not mentioned as they are considered to be a constant between the two alignments.

Table 1, & 2

Alignment as presented -- Caltrain -- Willow Street to San Jose Station					
	Freight Xing		HSR Xing Structure		Estimated \$000,000
	Above	At Grd	Above	Below	Cost Element
Crossing 87	X		X		
Prevost St.	X		X		
Fuller St.					
Delmas Ave.	X		X		
Jerome St.					
Illinois Ave.					
Bird Ave.	X		X		
Harrison St.					
West Virginia St.	?		X		
280 Hwy & ramps	X		X		
Auzerais Ave.		X	X		
West San Carlos St.	X		X		
Park Ave.	X		X	X	
		unit	qty	cost	extended
steet undercrossing / urban HSR		ea	3.0	17,930,413	53,791,239
steet undercrossing / suburban HSR		ea	4.0	6,886,967	27,547,868
retaining wall		km	0.3	4,399,945	1,319,984
high standard structure		km	0.5	16,480,720	8,240,360
standard structure		km	0.1	16,480,720	1,648,072
major utility relocate/ urban		km	0.5	37,577,568	18,788,784
major utility relocate/ suburban		km	1.0	680,338	680,338
estimated environmental mitigation		km	1.0	273,407	273,407
					3,300,000
			Grand total		115,590,052
Thread the Needle (underground) -- Willow Street to San Jose Station					
cost element					Cost Element
Double Track at Grade Willow to 87 HSR 0.17 km					168,838
Same for Caltrain and Freight to 87 0.17 km					168,838
West Virginia St. Crossing Below Grade					17,930,413
Double Track on Structure HSR 0.4 km					1,489,751
Double Track on Structure Frt. Caltrain 0.4 km					1,489,751
Extended Flyover 87 to Tunnel Entrance					56,366,352
Tunnel Entrance - near 87					5,000,000
Tunnel Double Track HSR (soft soil) 1.3km					96,247,282
Tunnel Twin Single Track Freight (soft soil) 1.3km					55,464,535
Tunnel Twin Single Track Caltrain (soft soil) 1.3km					55,464,535
Venting with facade 3 places					360,000
		Grand total			290,150,295
		Difference: At Grade vs. Tunnel			174,560,243

Relative Per Capita Cost Comparison

Per capita net cost difference for CA HSR into San Jose via the 0.813 mile TTN underground option. Several population segments are presented. See Table 3.

Table 3

HSR Diridon to Morgan Hill with Underground			
87-280 TTN to Diridon			\$836,918,165
Population Segment	count	\$/capita / 1 yr.	\$/capita/ 30 yrs
HSR Riders / yr	50,000,000	16.74	0.56
State Residents	36,700,000	22.80	0.76
State Reg Voters	23,200,000	36.07	1.20
SCCo. Residents	1,800,000	464.95	15.50
SCCo. Reg Voters	1,117,300	749.05	24.97
SJ Residents	950,000	880.97	29.37
SJ Reg Voters	610,000	1,372.00	45.73

Per capita net cost for BART into San Jose via the 4.1 mile underground option. Several population segments are presented. See Table 4.

Table 4.

BART: Warm Springs to San Jose...			
Right of Way, Stations, Construction			\$6,100,000,000
Population Segment	count	\$/capita / 1 yr.	\$/capita/ 30 yrs
State Residents	36,700,000	166.21	5.54
BART Riders /yr SJ *	17,000,000	358.82	11.96
SCCo. Residents	1,800,000	3,388.89	112.96
SCCo. Reg Voters	1,117,300	5,459.59	181.99
SJ Residents	950,000	6,421.05	214.04
SJ Reg Voters	610,000	10,000.00	333.33
* Estimated BART ridership /yr in and out of San Jose			
Estimated at 15% of total BART annual ridership			

Summary

Thread the Needle Solution . . .

- **Shaves 15 seconds off every train through San Jose**
- **Reduces / eliminates CEQA concerns and mitigation**
- **Eliminates protracted delays related to property acquisition**
- **Simplifies Scoping and EIR process through San Jose**
- **Simplifies Security issues**
- **Provides Cost vs. Benefit balance**
- **Simplifies Future System Upgrades**
- **Facilitates San Jose bypass bore**

For San Jose . . .

- **Frees up land for a world class transit mall**
- **Frees up acreage of former right of way**
- **Eliminates downtown underpasses and overpasses**
- **Preserves homes of unique character and distinction**
- **Eliminates intrusive and disruptive transit corridor**
- **TTN is Truly a Win-Win**
 - **For San Jose**
 - **For California**

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Currently Proposed Alignment

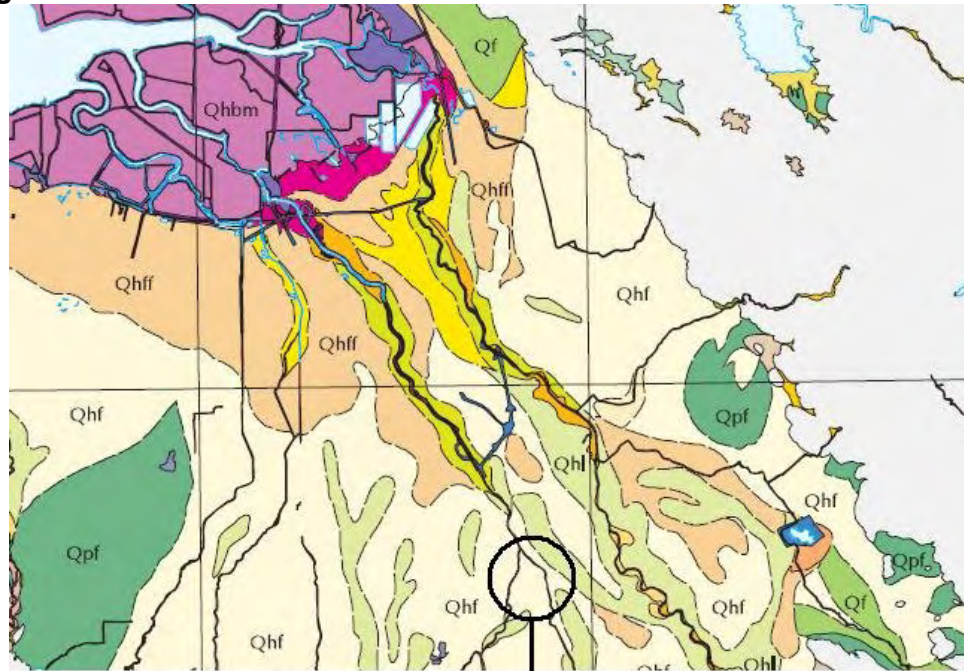
fig. 4 Currently proposed Caltrain alignment structures



Soils and Hydrology:

The USGS soils and geological map of the north central San Jose area illustrates substrates below the Arena, Diridon and proposed underground alignment. (Figure 5 and 5a)

Figure 5



Area of Arena, Diridon and 280-87

Fig. 5a

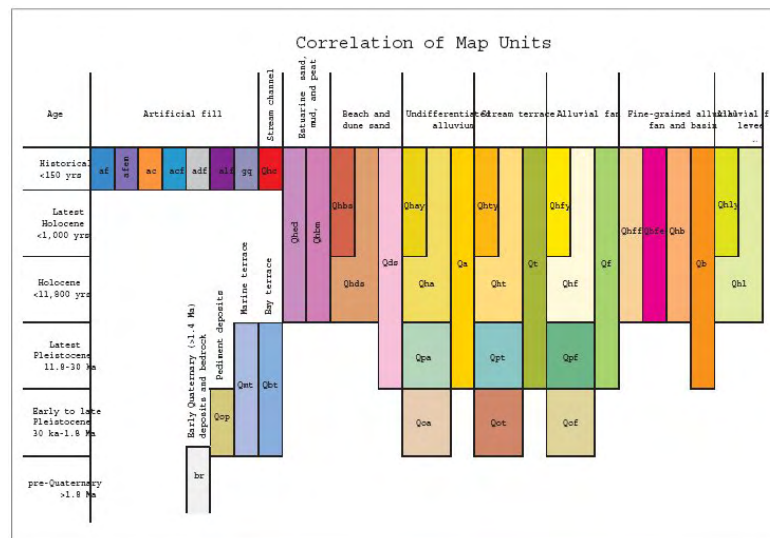
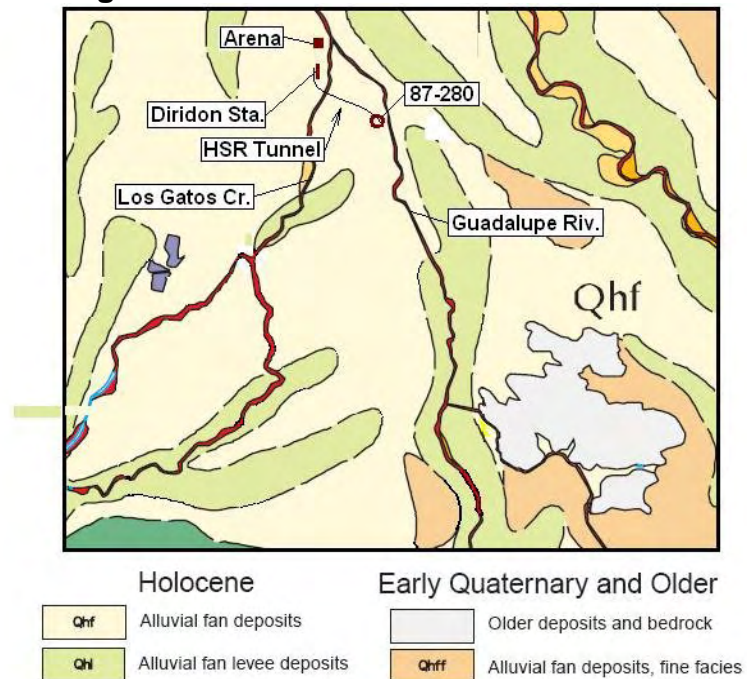


Figure 6 shows the tunnel entrance just west of the Guadalupe River channel, running northwest under the Los Gatos Creek and into the Diridon Station.

The entire 0.813 mile or 4,300 feet run through Alluvial Fan Deposits. Over the last 100 year as the water table of Santa Clara Valley has dropped and the valley floor has settled, these soils have become compact loam-like soils that are not as water laden as in the past.

Figure 6 Soil

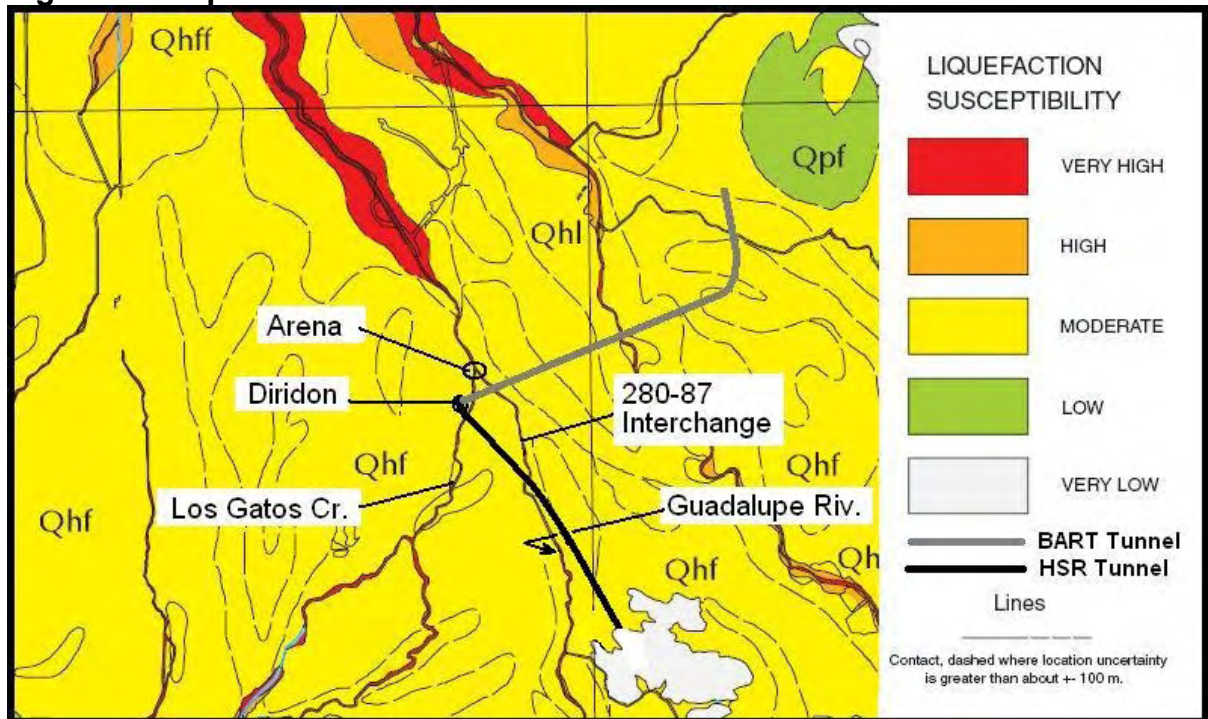


Geology & Seismicity

Figure 7 illustrates areas of liquefaction susceptibility in the areas of north and central San Jose. Although subsoil in the area of this proposed tunnel alignment are alluvial fan deposits and may contain varying levels of subsoil moisture, these soils present moderate levels of risk to well engineered below-grade structures.

It is assumed that upon further examination of these soils, tunnel design, construction materials and processes will be selected to provide the maximum level of safety and sustainability.

Figure 7 Liquefaction



Information provided in the VTA BART EIR summarized from the *Geotechnical Exploration Findings and Recommendations Report* (Earth Tech, Inc. 2003) states the following:

“From the Market Street Station and proceeding west, some granular deposits of sand and gravel to silty sand and clayey sand interbedded in fine grained silts and clays are expected.”

This report goes on to state:

“... whereas at Guadalupe River and Los Gatos Creek there is potential for liquefaction primarily within the upper 20 feet of the soil profile.”

Areas along this proposed tunnel (TTN) alignment would have to be identified by detailed geotechnical studies during the design phase of the Project.

Tunnel design and construction of that intended for the BART tunnel in these soils have been reviewed and are considered standard, safe and reliable.

Construction Views

Note: The following construction views for general illustration only.

Virginia St. south (Caltrain ROW)

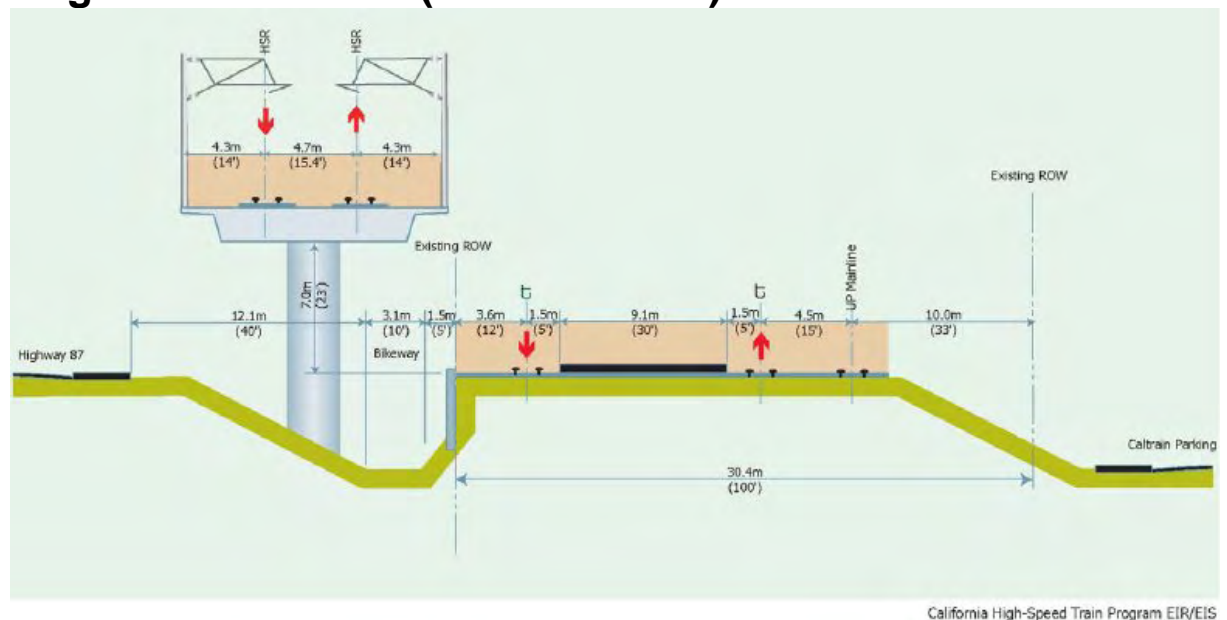
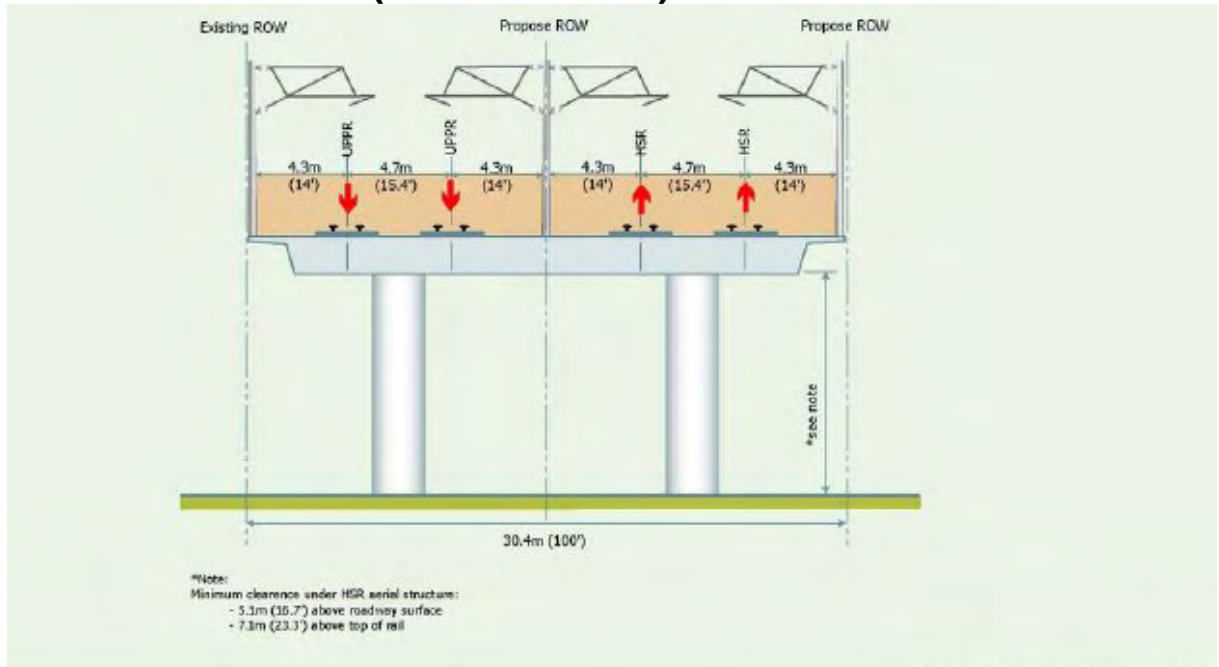


Figure PP-8

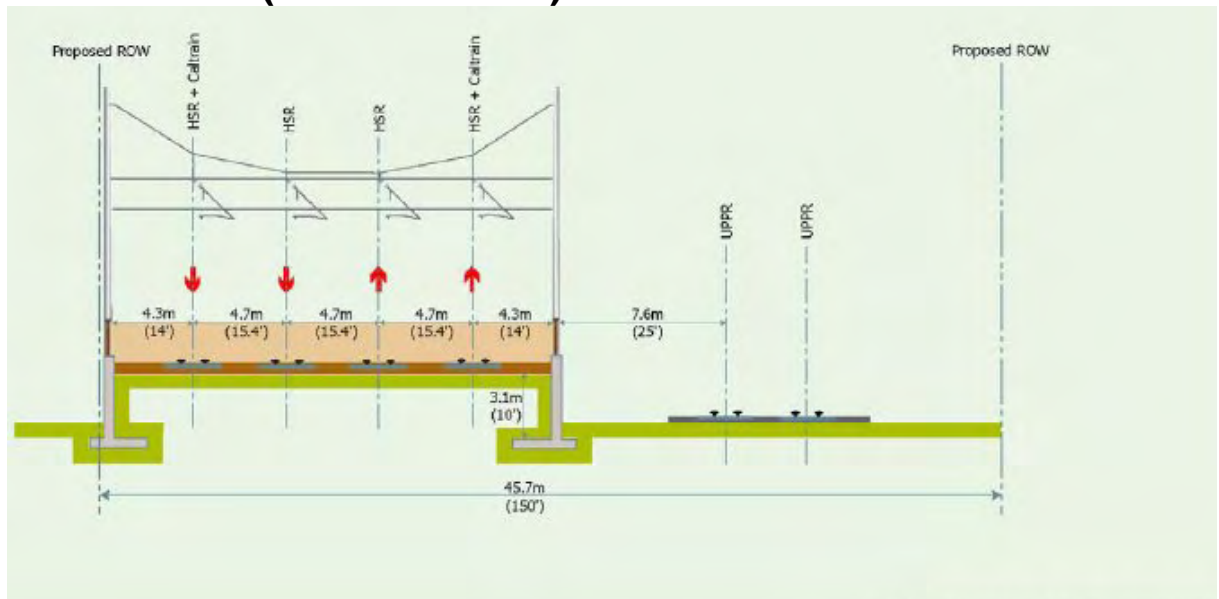
Structure over 87 (Caltrain ROW)



California High-Speed Train Program EIR/EIS

Figure NS-20

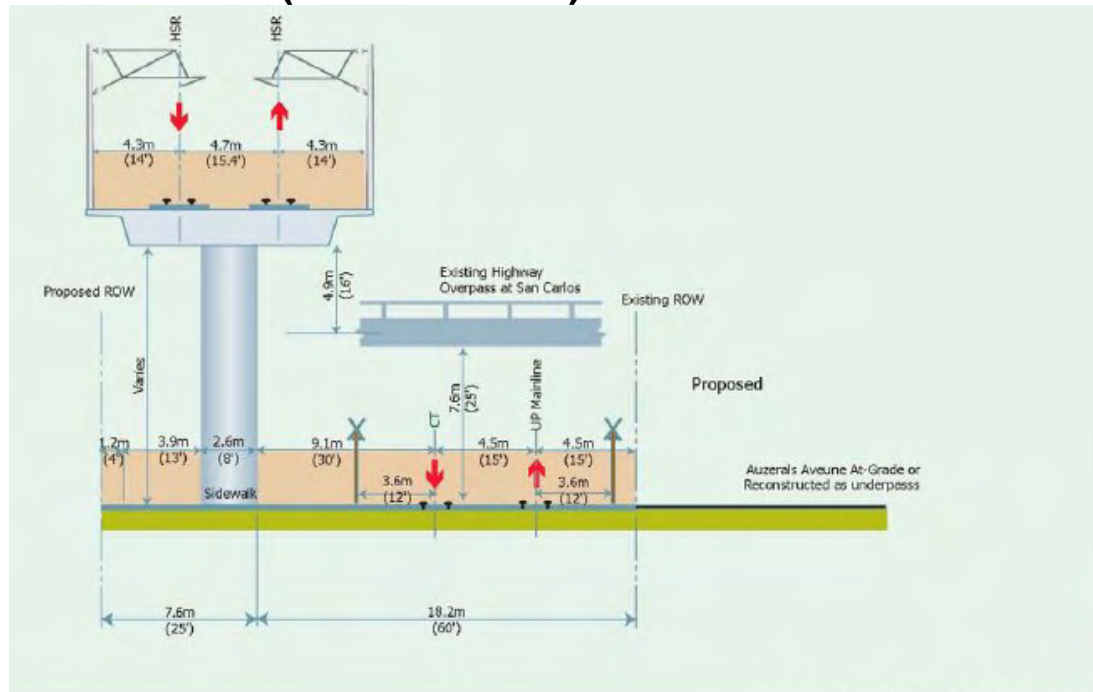
87 to 280 (Caltrain ROW)



California High-Speed Train Program EIR/EIS

Figure PP-9

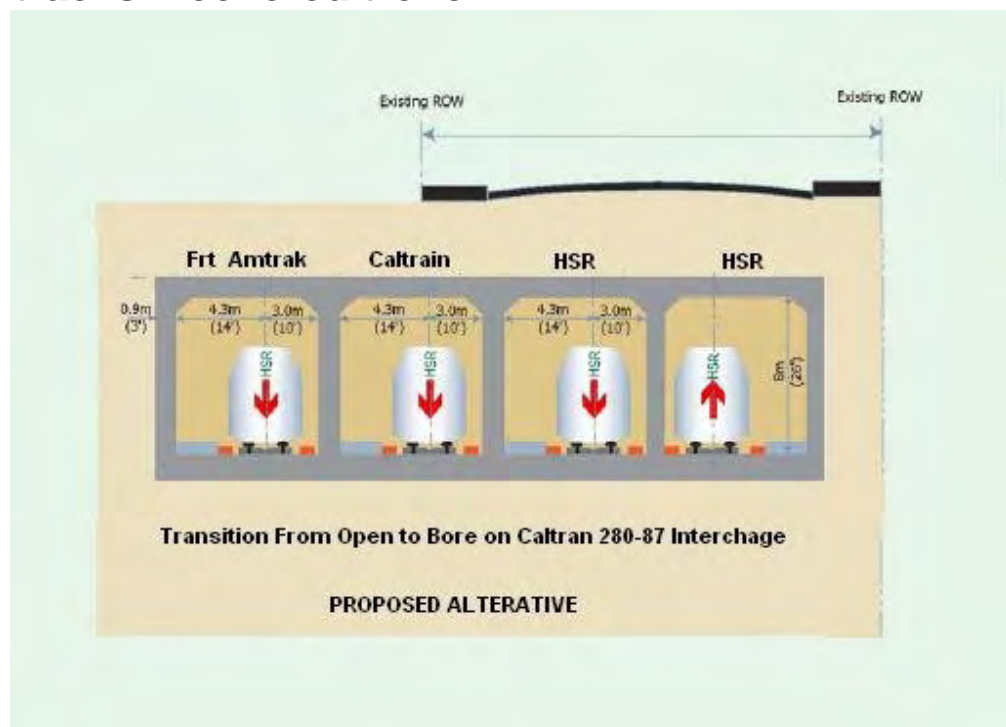
280 to Diridon (Caltrain ROW)



California High-Speed Train Program EIR/EIS

Figure PP-7

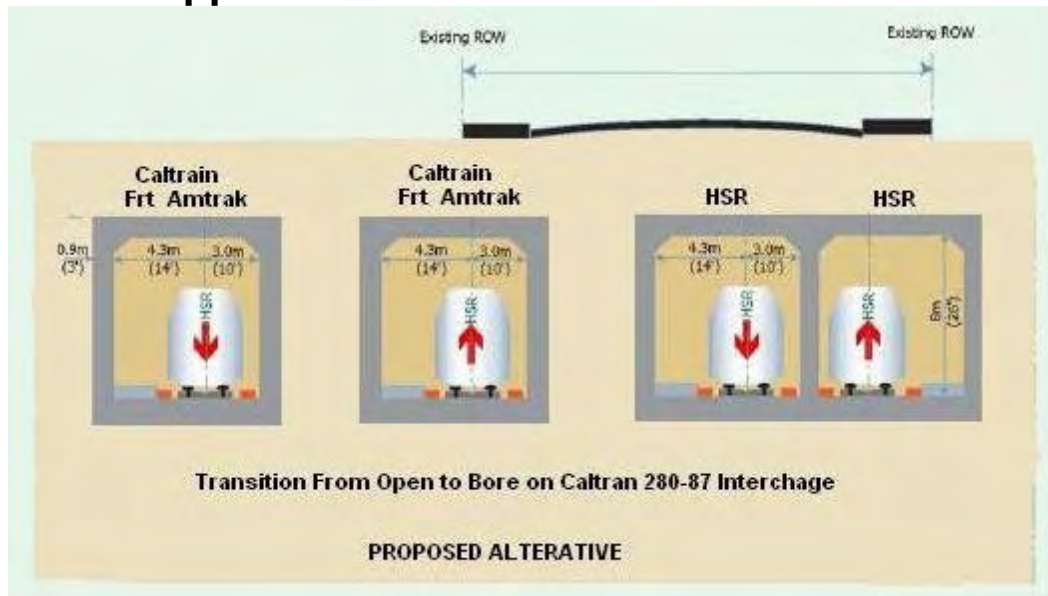
Four tracks – covered trench



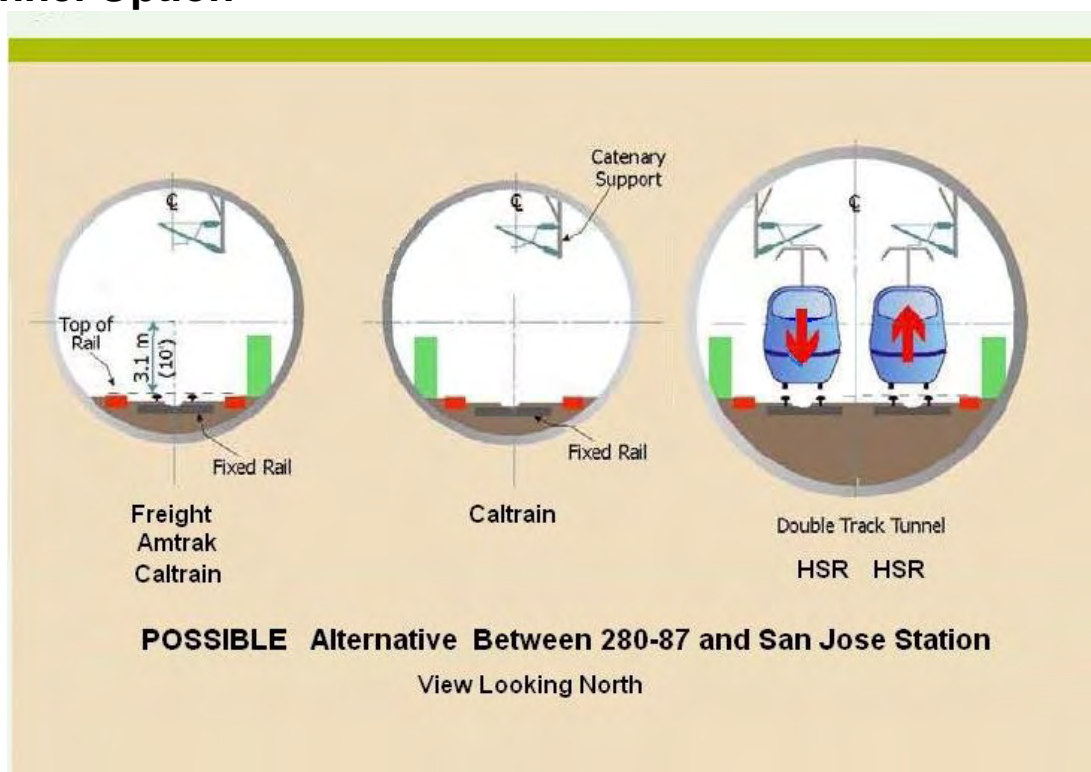
Transition From Open to Bore on Caltrain 280-87 Interchange

PROPOSED ALTERNATIVE

Tunnel approach



Tunnel Option



PACHECO- 1 AND 2							
COST ELEMENTS		UNIT	UNIT PRICE (\$)	QUANTITIES			
Alignment Cost				Diridon to Morgan Hill		Morgan Hill to Gilroy	
				Pacheco-1		Pacheco-2	
Track				Quantities	Item Cost (\$)	Quantities	Item Cost (\$)
	Double Track Section-Total	km		32.50		16.00	
1	Double Track Section - At Grade	km	993,167	27.450	27,262,430	9.900	9,832,352
2	Double Track Section - On Structure	km	1,878,243	5.050	9,485,125	6.100	11,457,280
3	Double Track Section - In Tunnel or Subway	km	1,878,243	0.000	0	0.000	0
4	Double Track Section - In Trench	km	1,878,243	0.000	0	0.000	0
	Single Track Section - Total	km		0.000		0.000	
5	Single Track Section - At Grade	km	496,583	0.000	0	0.000	0
6	Single Track Section - On Structure	km	939,121	0.000	0	0.000	0
7	Single Track Section - In Tunnel or Subway	km	939,121	0.000	0	0.000	0
8	Single Track Section - In Trench	km	939,121	0.000	0	0.000	0
9	Freight Double Track - At Grade	km	993,167	0.000	0	0.000	0
10	Freight Single Track - At Grade	km	496,583	0.000	0	0.000	0
Earthwork and Related Items							
1	Site Preparation - Undeveloped	hectare	12,081	0.00	0	0.00	0
2	Cut	m3	9	237,360	2,113,067	46,480	413,747
3	Fill	m3	9	0	0	141,345	1,258,196
4	Borrow	m3	13.35	0.00	0	0.00	0
5	Spoil	m3	0.00	0.00	0	0.00	0
6	Cut/Fill Slopes (Landscaping/Erosion Control)	hectare	8,075	0.00	0	0.00	0
7	Fencing (Both Sides of R/W)	km	101,733	27.55	2,802,740	9.90	1,007,155
8	Special Drainage Facilities	5% of Earthwork			245,790		133,955
Structures/Tunnels/Walls							
1	Standard Structure	km	13,733,933	0.95	13,047,237	6.10	83,776,994
2	High Structure	km	16,480,720	4.10	67,570,953	0.00	0
3	Long Span Structure	km	37,577,568	0.00	0	0.00	0
4	Waterway Crossing - Primary	km	28,876,734	0.00	0	0.00	0
5	Waterway Crossing - Secondary (Irrigation/Canal Crossing)	km	23,119,226	0.00	0	0.00	0
6	Twin Single Track Drill & Blast (<6 Miles)	km	75,040,254	0.00	0	0.00	0
7	Twin Single Track TBM (<6 Miles)	km	55,464,535	0.00	0	0.00	0
8	Twin Single Track TBM w/3rd Tube (>6 Miles)	km	78,846,643	0.00	0	0.00	0
9	Double Track Drill & Blast	km	83,740,573	0.00	0	0.00	0
10	Double Track Mined (Soft Soil)	km	96,247,282	0.00	0	0.00	0
11	Seismic Chamber (Drill & Blast/Mined)	ea	94,803,899	0.00	0	0.00	0
12	Crossovers	ea	94,803,899	0.00	0	0.00	0
13	Cut & Cover Double Track Tunnel	km	48,123,641	0.00	0	0.00	0
14	Trench Short	km	49,668,587	0.00	0	0.00	0
15	Trench Long	km	39,272,836	0.00	0	0.00	0
16	Mechanical & Electrical for Tunnels	km	1,931,362	0.00	0	0.00	0
17	Retaining Walls	km	4,399,945	1.20	5,279,934	0.00	0
18	Containment Walls	km	1,500,559	0.00	0	0.00	0
19	Single Track Cut and Cover Subway	km	30,077,276	0.00	0	0.00	0
Grade Separations							
1	Street Overcrossing HSR - Urban	EA	17,167,417	0.00	0	0.00	0
2	Street Overcrossing HSR - Suburban	EA	6,485,469	0.00	0	0.00	0
3	Street Overcrossing HSR - Undeveloped	EA	1,093,628	0.00	0	0.00	0
4	Street Undercrossing HSR - Urban	EA	17,930,413	3.00	53,791,239	0.00	0
5	Street Undercrossing HSR - Suburban	EA	6,866,967	11.00	75,536,634	9.00	61,802,701
6	Street Undercrossing HSR - Undeveloped	EA	1,157,211	0.00	0	0.00	0
7	Street Bridging HSR Trench	EA	0	0.00	0	0.00	0
8	Minor crossing closure	EA	178,032	0.00	0	0.00	0
Rail and Utility Relocation							
1	Single Track Relocation (temporary)	km	1,271,661	0.00	0	0.00	0
2	Single Track Relocation (permanent)	km	1,271,661	0.00	0	0.00	0
3	Single Track Removal	km	63,372	0.00	0	0.00	0
5	Major Utility Relocation - Urban	km	680,338	13.33	9,065,509	4.64	3,156,770
7	Major Utility Relocation - Suburban	km	273,407	9.43	2,576,861	4.00	1,093,628
8	Major Utility Relocation - Undeveloped	km	13,988	9.75	136,386	7.36	102,954
Right-of-Way							
1	Right-of-Way Required for Each Segment						
	Urban	hectare	2,737,608	20.26	55,463,943	7.05	19,300,138

PACHECO- 1 AND 2							
COST ELEMENTS		UNIT	UNIT PRICE (\$)	QUANTITIES			
Alignment Cost				Diridon to Morgan Hill		Morgan Hill to Gilroy	
				Pacheco-1		Pacheco-2	
Track						Quantities	Item Cost (\$)
	Suburban	hectare	479,081	14.33	6,865,236	6.08	2,912,815
	Undeveloped	hectare	342,201	14.82	5,071,418	11.19	3,829,229
Environmental Mitigation							
	Environmental Mitigation	3% of Line Cost			10,846,955		6,589,460
System Elements							
1	Signaling (ATC)	km	845,654	32.50	27,483,763	16.00	13,530,468
2	Communications (w/Fiber Optic Backbone)	km	699,413	32.50	22,730,932	16.00	11,190,612
3	Wayside Protection System	km	67,144	32.50	2,182,169	16.00	1,074,299
Electrification Items							
1	Traction Power Supply	km	432,365	32.50	14,051,849	16.00	6,917,833
2	Traction Power Distribution	km	806,233	32.50	26,202,565	16.00	12,899,724
Program Implementation Costs (PER SCREENING)							
	Program Implementation Costs	25.5% of Total Cost & Procurement			112,152,247		64,331,479
Contingencies (PER SCREENING)							
	Contingencies	25% of Total Construction Cost			109,953,184		63,070,077
Total Construction					361,565,182		219,648,667
Total Construction and Right of Way (Includes Environmental Mitigation)					439,812,734		252,280,309
Grand Total					661,918,165		379,681,864

April 8, 2009

Mr. Dan Leavitt
Deputy Director
ATTN: San Jose to Merced
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt:

Subject: High Speed Rail Scoping input
San Jose to Gilroy segment

Regarding: Attached 5100m (5100 meter) Tunnel Alignment Option

Voices of San Jose (VOSJ) appreciates the opportunity to present this 5100m alternative alignment during the scoping phase of the project EIR San Jose to Merced. VOSJ thanks HSRA staff and consultants, City of San Jose-DOT staff, and Caltrans for their help in preparing this proposal.

Voices of San Jose is a not-for-profit public policy group with the mission to provide thoughtful and constructive solutions to community challenges. VOSJ provides research and analytic support to individuals or organizations desiring significant input to public policy. Volunteer professionals work with community members to help give voice to their ideas.

For your consideration, Voices of San Jose submit this alternative to the double-S curve on the Caltrain alignment between Tamien and Diridon.

This 5100m alignment descends underground near Curtner Avenue, travels 5100 meters passing under Guadalupe River, Hwy 87, I-280, Los Gatos Creek to arrive at Diridon Station. The proposal includes the option to move UPRR and other heavy rail.

In the evaluation of this option vs. the Caltrain route, how will you:

1. Note the minimal CEQA impacts.
2. Measure the decreased risk of significant legal and political delays resulting from property acquisition problems through historic Greater Gardner and North Willow Glen neighborhoods south of Diridon.

3. Consider the faster travel times possible on this alignment.
4. Observe the greater flexibility for a separate bypass track for trains not stopping at Diridon.
5. Take measure of the increased options for implementation of advanced technology over the next 10, 50, and 100 years.
6. Acknowledge the reduced construction mitigations required.
7. Consider the reduced on-going mitigation costs in nearby historic neighborhoods and claims associated with changes in service levels and equipment.
8. Note the greater degrees of freedom in design of an efficient, cost-effective Diridon Multi-modal Station.
9. Acknowledge the greater compatibility with high density, high quality TOD and better use of Redevelopment Agency (RDA) land in the Diridon Station area.

This 5100m alignment offer solutions to the challenges of the Double-S curve south of Diridon station. Minimal CEQA implication and property acquisition would allow for rapid construction of the San Jose to Merced HSR segment. Straighter alignments provide for increased speeds and future technology improvements.

Voices of San Jose is committed to finding solutions that work best for San Jose and all citizens of California, for now and for the next 100 years. VOSJ looks forward to working with HSRA, its consultants, and CSJ-DOT to find the right solution.

Please contact VOSJ if you have questions, require clarifications, or to brainstorm other solutions. VOSJ Project Manager David Dearborn will serve as primary contact; he may be reached at (408) 981-6599 or ddaytond@att.net. VOSJ Director Jean Dresden may be contacted at (408) 298-0275 or jeanann2@aol.com.

Sincerely yours,

Jean Dresden
Director, Voices of San Jose

cc: Ben Tripousis, SJ-DOT
Henry Servin Jr., P.E. SJ-DOT

CA High Speed Rail, Merced to San Jose

(5100 meter Curtner Avenue to Diridon)

Scoping Input

5100m: An Alternative Alignment

Voices of San Jose

David Dearborn, Project Manager

Jean Dresden, Director

April 8th, 2009

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5100m Overview

Transforming San Jose from “The Bedroom Community” of the South Bay to a world-class urban city requires looking forward.

50 years, 100 years from now, will the country’s first HSR system have a route that represents California’s commitment to the future?

The 5100m alignment gets its name from the tunnel which begins just north of Curtner Avenue, crossing at right angles under the Guadalupe River north of Willow Street, and unobtrusively beneath highly valued TOD and RDA land to Diridon Station It will:

- **Facilitate the faster, lighter weight and more energy efficient train sets of the future.**
- **Reflect appreciation for San Jose’s history, livability and its sense of community for 1.5 to 2.0 million people.**
- **Facilitate wider degrees of freedom in land use planning as San Jose continues to grow.**
- **Include the option of including UPRR and other heavy rail.**

There is only one opportunity to get this right.

There will be no going back.

San Jose is the 10th largest city planning for a world-class multi-modal transit hub, mall and urban center.

This proposal presents a secure and unobtrusive freight-friendly 1.350% max grade through San Jose.

Figure 1,

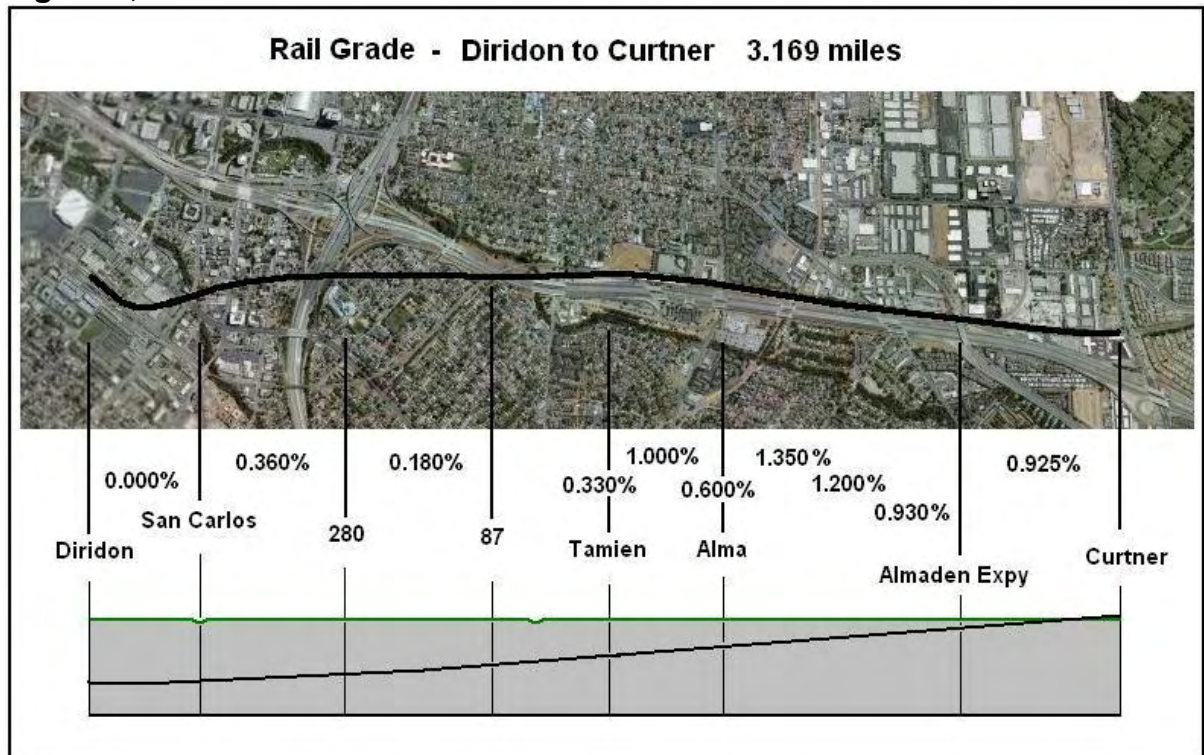


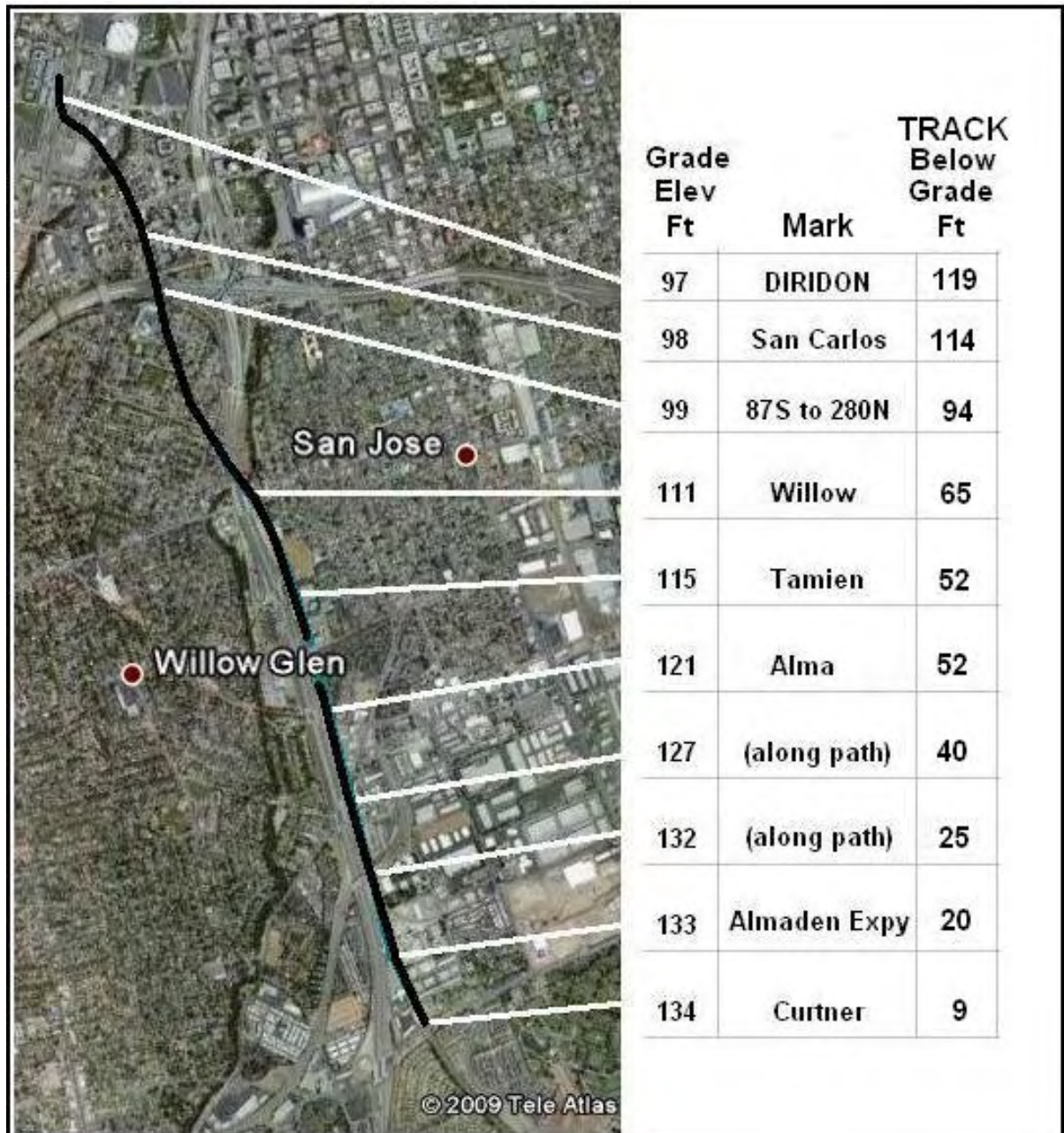
Chart 1.

		Dist	Grade				Track	Track
		From	Elev				below	below
From (l)	To	To	at "from"	Cost	drop	%	Curtner	Grade
Curtner	Curtner + 300m	984	134	A	9.1	0.920%	9.1	9.1
Curtner + 300m	Almaden Expy	1,312	133	B	12.2	0.930%	21.3	20.3
Almaden Expy	Almaden Expy + 200m	656	132	B	6.1	0.930%	27.4	25.4
Almaden Expy + 200m	Almaden Expy + 700m	1,640	127	C	19.7	1.200%	47.0	40.0
Almaden Expy + 700m	Alama	1,312	121	D E	17.7	1.350%	64.8	51.8
Alma	Tamien	984	115	D E	5.9	0.600%	70.7	51.7
Tamien	Willow	1,312	115	D E	13.1	1.000%	83.8	64.8
Willow	87S flyover to 280N	3,281	111	D E	32.8	1.000%	116.6	93.6
87S flyover to 280N	San Carlos near Josefa	3,281	99	D E	32.8	1.000%	149.4	114.4
San Carlos near Josefa	Station Rail South entry	1,640	98	D E	6.6	0.400%	156.0	120.0
Station Rail South entry	Diridon platform	328	97	D E	0.0	0.000%	156.0	119.0

A	at grade - plus or minus 3.1m (10 feet)
B	trench - 3.1m to 8m inside (10 - 26 feet)
C	covered trench -
D	tunnel - double track HSR mined soft soil
E	tunnel - twin single track <6mi mined soft soil

Note: Final 5100m track grade and depth at Diridon designed as appropriate for final station design.

Fig. 2 5100m satellite view showing Grade Elevation and Track below Grade from Curtner to Diridon



5100m EIR / EIS Discussion

Socio Economics, Neighborhoods & Environmental Justice:

None -- buried underground

Eminent Domain:

None/ very small -- mostly public land and underground

Land Taking:

None/ very small -- mostly public land and underground

Traffic & Mobility:

None -- only at and around station; no road/street closures required; no rebuilding of overpasses or grade separations

Biological Resources & Riparian Corridors:

None – No rail bed, structures, construction, vibration, displacement, mitigation or modifications required. ROW buried well below the Guadalupe River and Los Gatos water ways and riparian corridors. No impact on migratory fish, reptiles, birds, mammals, insects, grasses, plants, habitat, and other

Noise & Vibration:

None -- no surface structures or at grade rail beds in or through historic neighborhoods or densely populated core city areas as ROW is well under ground in areas of greatest concern

Construction Impacts:

Significantly fewer -- only south of Tamien and tunnel entrance; no pile driving; no earth moving equipment; no concrete, steel and materials trucks; no cranes and overhead equipment; no road closures; no construction mitigation issues

Sound Mitigation:

None-to-nil -- buried under ground; no sound walls required

Cumulative & Secondary Impacts:

None to nonexistent -- Combined HSR, Caltrain & other heavy rail are buried and under ground; simultaneous or cumulative noise and vibration is underground and fully mitigated

Parks Recreation & Open Space:

None taken -- Preserves, protects and enhances opportunities for parks, trails and open space -- Preserves, protects and enhances visual, aesthetic value and eliminates sound pollution for same -- Reference Scoping input letter from Dr. Laurence Lowell Ames and others

Transportation & Circulation:

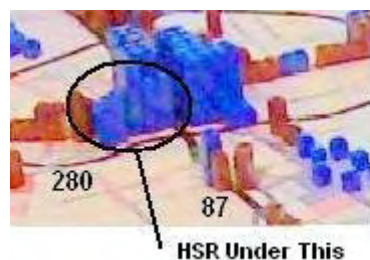
Walking and Bike Trails – No mitigation require -- HSR, Caltrain & other passenger and light freight heavy rail is underground providing increased opportunity for greater carbon free mobility within and about the city... for work related commuting, general mobility and recreation and health maintenance -- See Scoping letter from Dr. Larry Ames

Auto & Public transportation – No mitigation required -- HSR, Caltrain, Amtrak, ACE and UPRR rail can follow this alignment underground through San Jose

Local Growth:

No Impact – Track ROW and associated space and imposition considerations are non-existent – buried under ground

Fig. 3



San Jose DOT planning vision as proposed in conjunction with the Santa Clara County Valley Transit Authority (Q-1 2009)

Station Planning:

No to little impact -- 5100m is an underground option that offers greater architectural freedom in planning the new Diridon multi-modal transit mall -- Options for separate bore(s) for through passage are possible.

Land Use & Property:

Little-to-No Impact -- HSR, Caltrain and other heavy rail is buried under ground -- 5100m offers greater degrees of freedom for Land Use planning -- Little to No Impact on Property values due to above ground alignment options

EMI / EMF:

None -- Buried and under ground

Security & Public Safety:

None -- 5100m is buried and underground

Blight, Land Remnants & Misuse:

None -- 5100m alignment is buried and underground; No land remnants to provide shelter or opportunity for misuse, unauthorized use or undesired or illegal behavior

Aesthetics & Visual Quality:

No Impact -- 5100m is buried underground -- No supporting structures -- No sound or security barriers -- No visible overhead wires or suspension structures -- No cleaning or aesthetics mitigation or maintenance concerns -- No impact of such on perceived or real property values

Hydrology & Water Resources:

None to Little -- See Appendix

Geology & Seismicity:

None to Little -- Current bore designs and construction technology mitigate this issue -- The difficulty of boring 5100m has been referred to by some... “ like a hot knife through butter” See Appendix

5100m Speed Considerations

- This high speed alignment removes 30 seconds from every HSR train stopping at San Jose, and even more for through trains
- Larger radii, gentle grade, enhanced security and reduced mitigation allow the highest possible speeds with the least challenges.
- This proposal reserves the smaller turn radius for entry to the Diridon station where slower speed is needed for station arrival.
- Speed models below; see table 2.

Table 2.

Caltain Alignment				100 yr Alignment				
			time					time
m	mi.	mph	sec		m	mi.	mph	sec
100	0.06	10	22.37	Diridon	100	0.06	10	22.37
200	0.12	25	8.95		200	0.12	25	8.95
300	0.19	40	5.59		300	0.19	45	4.97
400	0.25	50	4.47		400	0.25	60	3.73
500	0.31	60	3.73		500	0.31	70	3.20
600	0.37	65	3.44	San Carlos	600	0.37	80	2.80
700	0.43	65	3.44		700	0.43	95	2.35
800	0.50	70	3.20		800	0.50	105	2.13
900	0.56	75	2.98		900	0.56	115	1.95
1000	0.62	75	2.98		1000	0.62	125	1.79
1100	0.68	75	2.98		1100	0.68	135	1.66
1200	0.75	75	2.98		1200	0.75	145	1.54
1300	0.81	70	3.20		1300	0.81	155	1.44
1400	0.87	65	3.44		1400	0.87	165	1.36
1500	0.93	60	3.73		1500	0.93	175	1.28
1600	0.99	60	3.73	280 Fly	1600	0.99	185	1.21
1700	1.06	60	3.73		1700	1.06	185	1.21
1800	1.12	65	3.44		1800	1.12	185	1.21
1900	1.18	75	2.98		1900	1.18	185	1.21
2000	1.24	80	2.80		2000	1.24	185	1.21
2100	1.30	95	2.35		2100	1.30	185	1.21
2200	1.37	110	2.03		2200	1.37	185	1.21
2300	1.43	125	1.79		2300	1.43	185	1.21
2400	1.49	140	1.60		2400	1.49	185	1.21
2500	1.55	155	1.44		2500	1.55	185	1.21
2600	1.62	170	1.32	Willow	2600	1.62	185	1.21
2700	1.68	185	1.21		2700	1.68	185	1.21
2800	1.74	185	1.21		2800	1.74	185	1.21
2900	1.80	185	1.21		2900	1.80	185	1.21
3000	1.86	185	1.21	Tamien	3000	1.86	185	1.21
total seconds.....			110		total seconds.....			80

Venting:

A number of areas for venting and emergency access or exit are possible along this 5100m bore to the Diridon Station. Exact locations will depend on engineering details and design codes or standards.

Estimated Cost Difference

The 5100m alternative would cost an estimated \$439,000,000 more than the currently proposed above-ground Caltrain right-of-way design from Diridon to Morgan Hill. This option adds 1.3% to the 800 mile California High Speed Rail estimated project costs. See table 3.

To arrive at this \$439mil figure, subtract the current estimated significant costs from the estimated Tunnel Alignment significant costs.

Table 3.

5100m Tunnel Alignment Cost Estimate					cost	
			m	Cost Elemnt	element \$/meter	Cost
Curtner	to	Almaden Expy	300	A	not applicable	0
			400	B	49,668	19,867,035
Almaden Expy	to	Alma	200	B	49,668	9,933,517
			500	C	48,124	24,061,821
Alma	to	Station Rail entry	3700	D E	151,712	561,334,093
track removal from Willow to Diridon 2x			2500	F	127	317,500
				est. total cost		615,513,966
Current Caltrain Alignment Cost						total cost
						of presented alignment
cost elements in the current alignment			unit	qty	cost /unit	
steet undercrossing / urban HSR			ea	3.0	17,930,413	53,791,239
steet undercrossing / suburban HSR			ea	4.0	6,886,967	27,547,868
retaining wall			km	0.5	4,399,945	2,199,973
high structure			km	3.0	16,480,720	49,442,160
standard structure			km	1.0	13,733,933	13,733,933
long span structure			km	0.5	37,577,568	18,788,784
major utility relocate/ urban			km	2.0	680,338	1,360,676
major utility relocate/ suburban			km	2.3	273,407	628,836
estimated environmental mitigation						9,000,000
				est. total cost		176,493,469
cost per unit or meter					\$ / meter	
A	at grade - plus or minus 3.1m (10 feet)				not applicable	
B	trench - 3.1m to 8m inside (10 - 26 feet)				49,668	
C	covered trench -				48,124	
D	tunnel - double track HSR mined soft soil				96,247	
E	tunnel - twin single track <6mi mined soft soil				55,465	
F	single track removal times 2 tracks				127	

Note: Shown above are significant cost figure elements, and do not include items common to be both alignment options.

Relative per capita cost comparison

Per capita CA HSR Morgan Hill to Diridon via the 5100m underground option. Several population segments are presented. (see table 4. below)

Table 4 Total cost Morgan Hill to Diridon via 5100m alignment option.

HSR Diridon to Morgan Hill with Underground			
Curtner / Almaden Expy to Diridon			\$1,100,918,165
Population Segment	count	\$/capita / 1 yr.	\$/capita/ 30 yrs
HSR Riders / yr	50,000,000	22.02	0.73
State Residents	36,700,000	30.00	1.00
State Reg Voters	23,200,000	47.45	1.58
SCCo. Residents	1,800,000	611.62	20.39
SCCo. Reg Voters	1,117,300	985.34	32.84
SJ Residents	950,000	1,158.86	38.63
SJ Reg Voters	610,000	1,804.78	60.16

Per capita cost for BART Fremont to San Jose via the 4.1 mile underground tunnel. Several population segments are presented. (see table 5. below)

Table 5.

BART: Warm Springs to San Jose...			
Right of Way, Stations, Construction			\$6,100,000,000
Population Segment	count	\$/capita / 1 yr.	\$/capita/ 30 yrs
State Residents	36,700,000	166.21	5.54
BART Riders /yr SJ *	17,000,000	358.82	11.96
SCCo. Residents	1,800,000	3,388.89	112.96
SCCo. Reg Voters	1,117,300	5,459.59	181.99
SJ Residents	950,000	6,421.05	214.04
SJ Reg Voters	610,000	10,000.00	333.33
* Estimated BART ridership /yr in and out of San Jose			
Estimated at 15% of total BART annual ridership			

Summary

For CA High Speed Rail . . .

- **Shaves 30 seconds off every train stopping at San Jose**
- **Reduces even more time for ‘through trains’**
- **Eliminates protracted delays related to property acquisition**
- **Reduces / eliminates CEQA concerns and mitigation**
- **Simplifies Scoping and EIR process through San Jose**
- **Simplifies Security issues**
- **More readily accepts newer technology, upgrades and higher speed train sets**
- **Is truly the design for the next 100 years**

For San Jose . . .

- **Frees up land for a world class transit mall**
- **Eliminates downtown underpasses and overpasses**
- **Is freight friendly with 1.350% max grade**
- **Preserves homes of unique character and distinction**
- **Eliminates intrusive and disruptive multi-rail corridor**
- **Frees up over 50 acres of former right of way**
- **Truly the design for San Jose’s future**

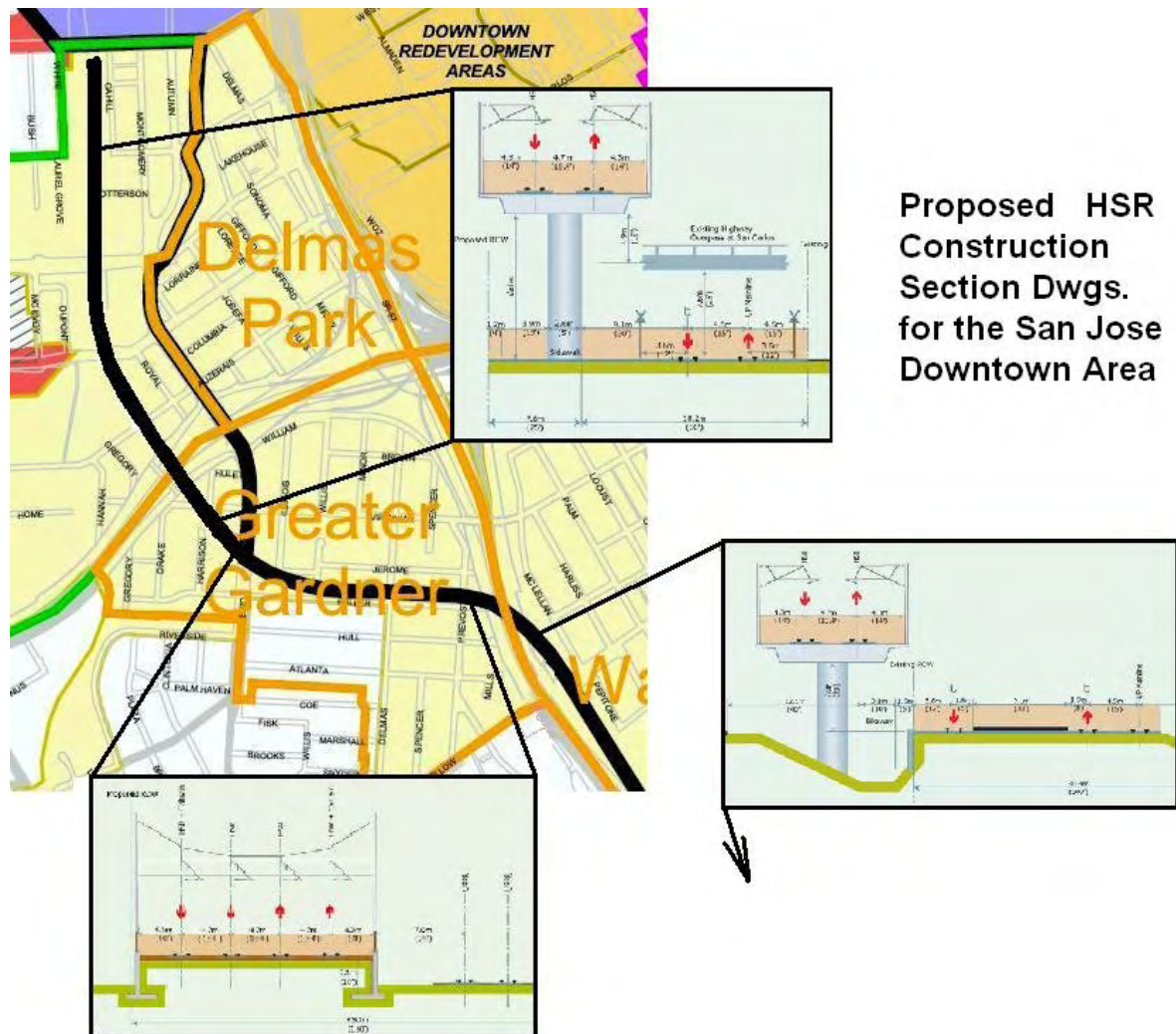
A winning solution for San Jose – HSRA and the citizens of California

Appendix

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Currently Proposed Alignment

fig. 4 **Currently proposed Caltrain alignment structures**



Soils and Hydrology:

The USGS soils and geological map of the north central San Jose area illustrates substrates below the Arena, Diridon and proposed underground alignment. (Figure 5 and 5a)

Figure 5

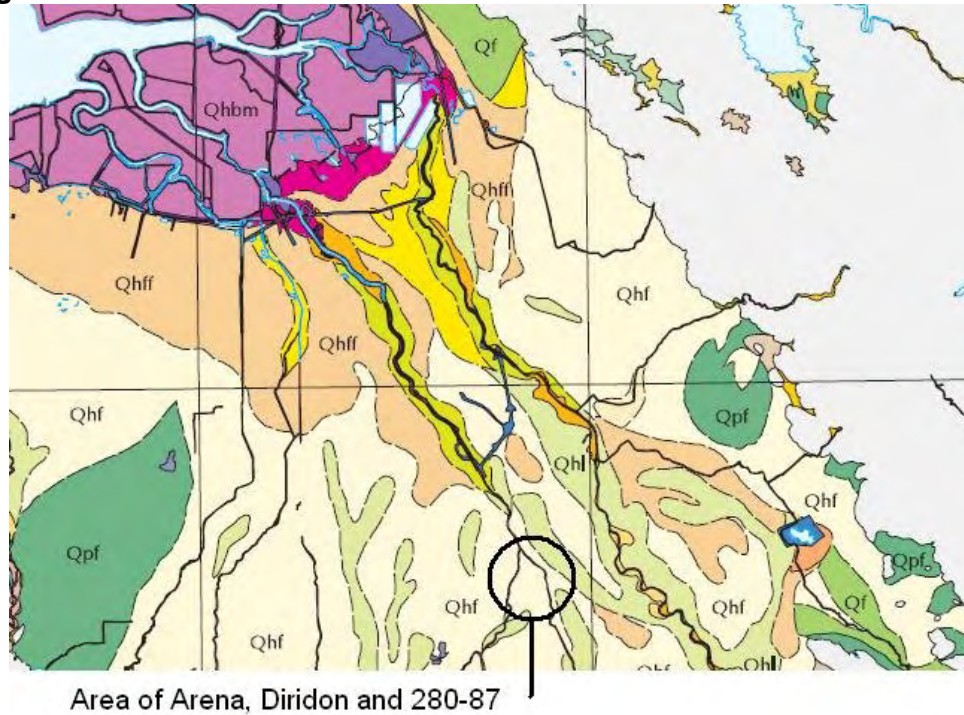


Fig. 5a

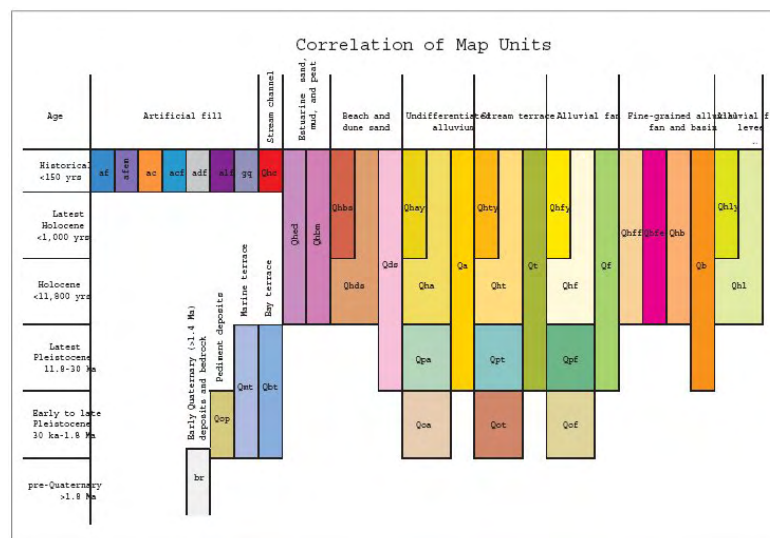
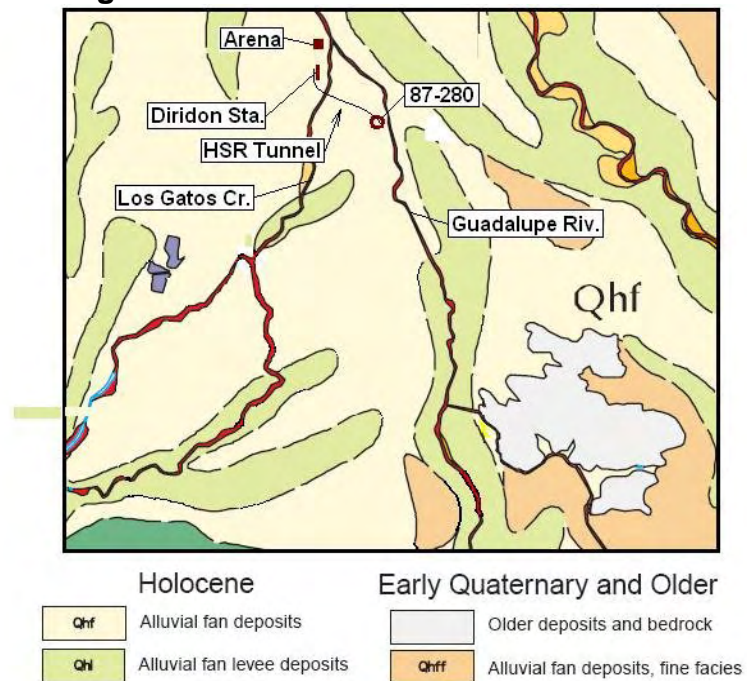


Figure 9 shows the tunnel entrance just west of the Guadalupe River channel, running northwest under the Los Gatos Creek and into the Diridon Station.

The entire 0.813 mile or 4,300 feet run through Alluvial Fan Deposits. Over the last 100 year as the water table of Santa Clara Valley has dropped and the valley floor has settled, these soils have become compact loam-like soils that are not as water laden as in the past.

Figure 6 Soil

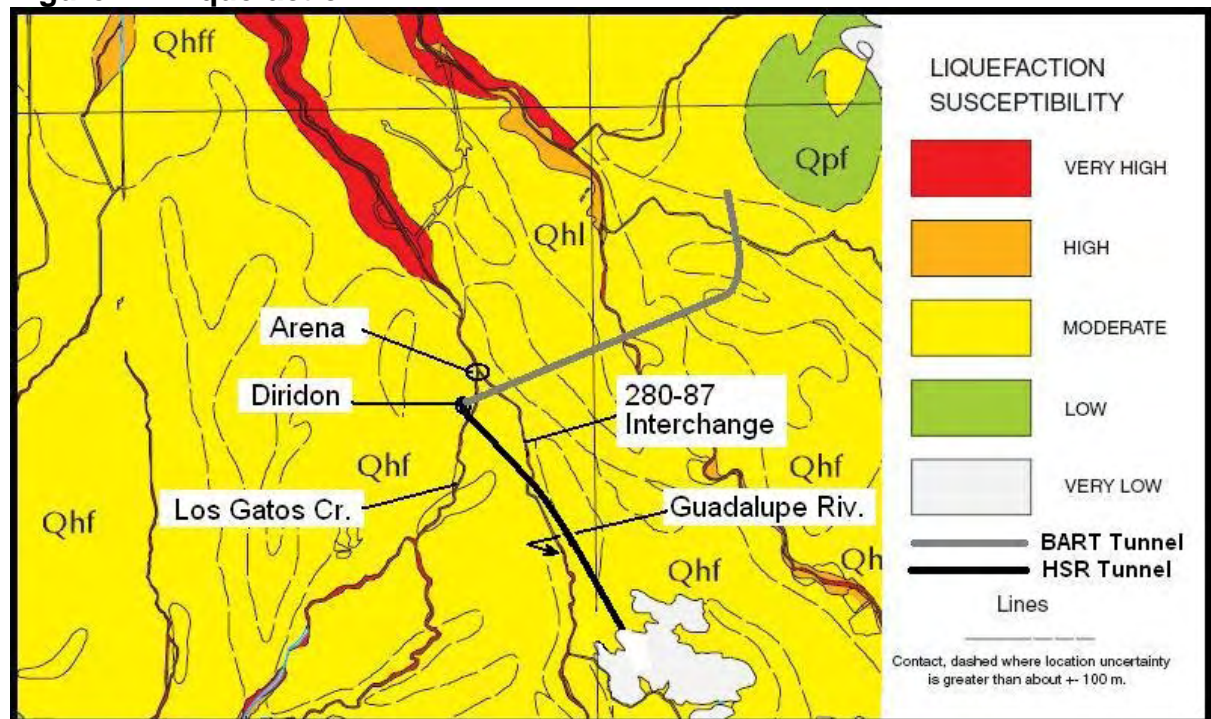


Geology & Seismicity

Figure 10 illustrates areas of liquefaction susceptibility in the areas of north and central San Jose. Although subsoil in the area of this proposed tunnel alignment are alluvial fan deposits and may contain varying levels of subsoil moisture, these soils present moderate levels of risk to well engineered below-grade structures.

It is assumed that upon further examination of these soils, tunnel design, construction materials and processes will be selected to provide the maximum level of safety and sustainability.

Figure 7 Liquefaction



Information provided in the VTA BART EIR summarized from the *Geotechnical Exploration Findings and Recommendations Report (Earth Tech, Inc. 2003)* states the following:

“From the Market Street Station and proceeding west, some granular deposits of sand and gravel to silty sand and clayey sand interbedded in fine grained silts and clays are expected.”

This report goes on to state:

“... whereas at Guadalupe River and Los Gatos Creek there is potential for liquefaction primarily within the upper 20 feet of the soil profile.”

Areas along this proposed tunnel (TTN) alignment would have to be identified by detailed geotechnical studies during the design phase of the Project.

Tunnel design and construction of that intended for the BART tunnel in these soils have been reviewed and are considered standard, safe and reliable.

Construction Views

Note: The following construction views for general illustration only.

Virginia St. south (Caltrain ROW)

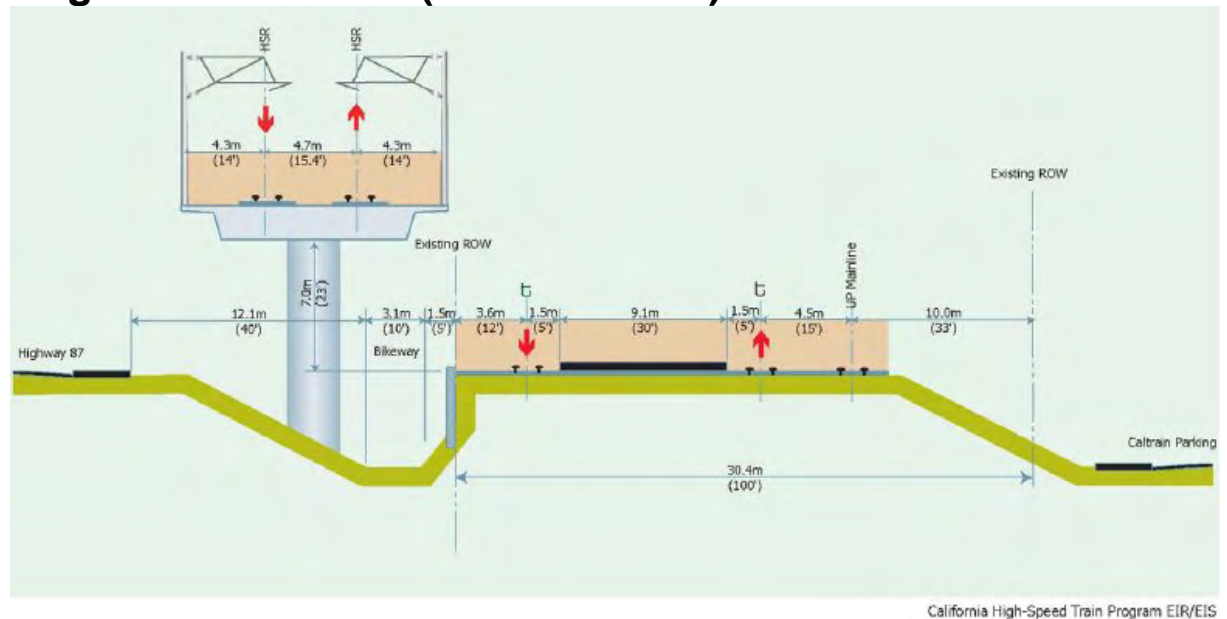


Figure PP-8

Existing ROW

Propose ROW

Propose ROW

4.3m (14')

4.7m (15.4')

4.3m (14')

4.3m (14')

4.7m (15.4')

4.3m (14')

UPRR

UPRR

HSR

HSR

30.4m (100')

*see note

*Note:
Minimum clearance under HSR aerial structure:
- 5.3m (16.7') above roadway surface
- 7.1m (23.3') above top of rail

Figure NS-20

Proposed ROW

HSR + Caltrain

HSR

HSR

HSR + Caltrain

Proposed ROW

4.3m (14')

4.7m (15.4')

4.7m (15.4')

4.7m (15.4')

4.3m (14')

7.6m (25')

UPRR

UPRR

3.1m (10')

45.7m (150')

Figure PP-9

280 to Diridon (Caltrain ROW)

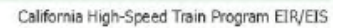
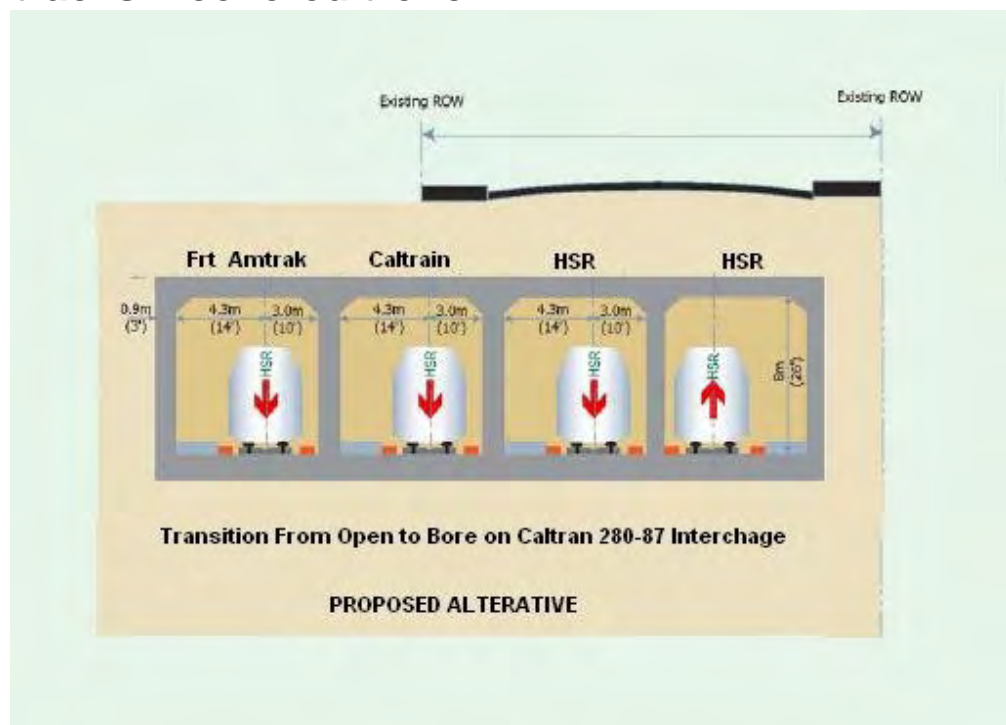
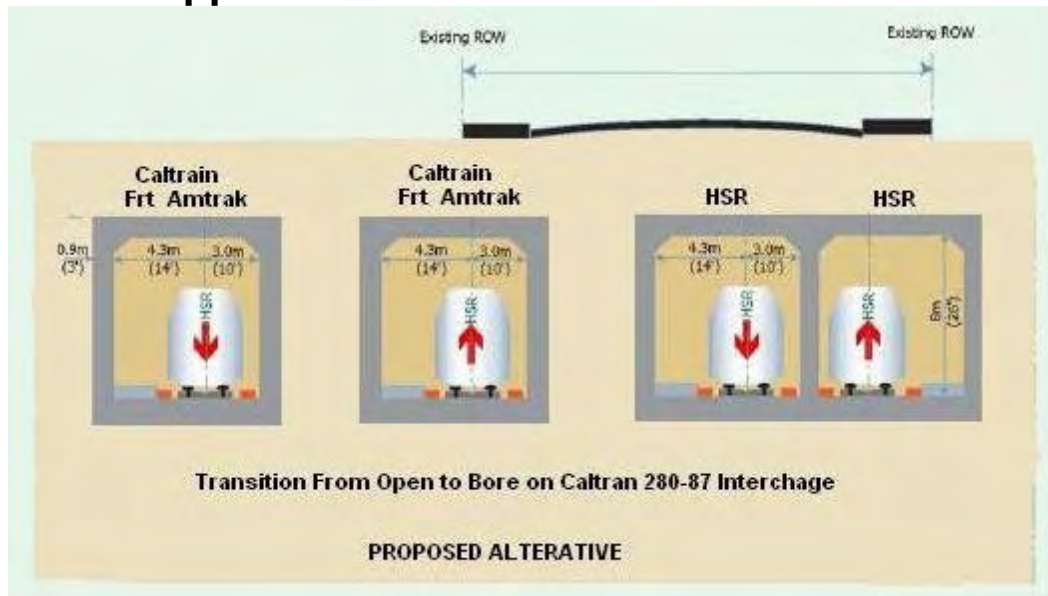


Figure PP-7

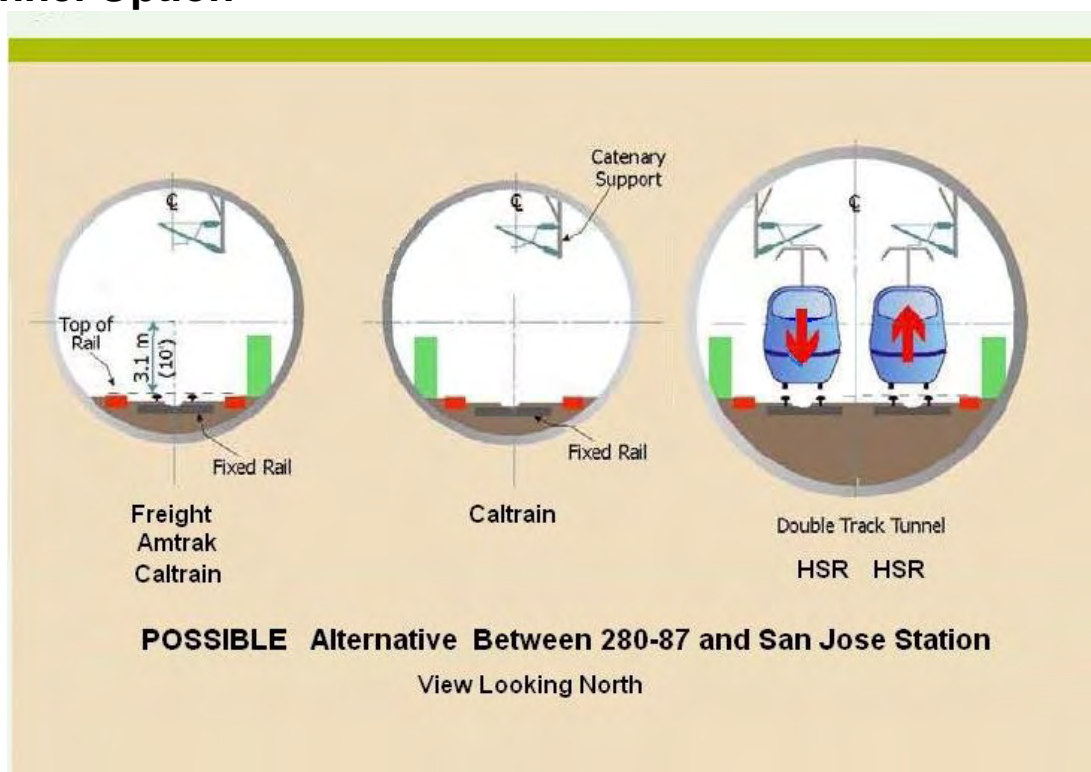
Four tracks – covered trench



Tunnel approach



Tunnel Option



PACHECO- 1 AND 2							
COST ELEMENTS		UNIT	UNIT PRICE (\$)	QUANTITIES			
Alignment Cost				Diridon to Morgan Hill		Morgan Hill to Gilroy	
				Pacheco-1		Pacheco-2	
				Quantities	Item Cost (\$)	Quantities	Item Cost (\$)
Track							
	Double Track Section-Total	km		32.50		16.00	
1	Double Track Section - At Grade	km	993,167	27.450	27,262,430	9.900	9,832,352
2	Double Track Section - On Structure	km	1,878,243	5.050	9,485,125	6.100	11,457,280
3	Double Track Section - In Tunnel or Subway	km	1,878,243	0.000	0	0.000	0
4	Double Track Section - In Trench	km	1,878,243	0.000	0	0.000	0
	Single Track Section - Total	km		0.000		0.000	
5	Single Track Section - At Grade	km	496,583	0.000	0	0.000	0
6	Single Track Section - On Structure	km	939,121	0.000	0	0.000	0
7	Single Track Section - In Tunnel or Subway	km	939,121	0.000	0	0.000	0
8	Single Track Section - In Trench	km	939,121	0.000	0	0.000	0
9	Freight Double Track - At Grade	km	993,167	0.000	0	0.000	0
10	Freight Single Track - At Grade	km	496,583	0.000	0	0.000	0
Earthwork and Related Items							
1	Site Preparation - Undeveloped	hectare	12,081	0.00	0	0.00	0
2	Cut	m3	9	237,380	2,113,067	46,480	413,747
3	Fill	m3	9	0	0	141,345	1,258,196
4	Borrow	m3	13.35	0.00	0	0.00	0
5	Spoil	m3	0.00	0.00	0	0.00	0
6	Cut/Fill Slopes (Landscaping/Erosion Control)	hectare	8,075	0.00	0	0.00	0
7	Fencing (Both Sides of R/W)	km	101,733	27.55	2,802,740	9.90	1,007,155
8	Special Drainage Facilities	5% of Earthwork			245,790		133,955
Structures/Tunnels/Walls							
1	Standard Structure	km	13,733,933	0.95	13,047,237	6.10	83,776,994
2	High Structure	km	16,480,720	4.10	67,570,953	0.00	0
3	Long Span Structure	km	37,577,568	0.00	0	0.00	0
4	Waterway Crossing - Primary	km	28,876,734	0.00	0	0.00	0
5	Waterway Crossing - Secondary (Irrigation/Canal Crossing)	km	23,119,226	0.00	0	0.00	0
6	Twin Single Track Drill & Blast (<6 Miles)	km	75,040,254	0.00	0	0.00	0
7	Twin Single Track TBM (<6 Miles)	km	55,464,535	0.00	0	0.00	0
8	Twin Single Track TBM w/3rd Tube (>6 Miles)	km	78,846,643	0.00	0	0.00	0
9	Double Track Drill & Blast	km	83,740,573	0.00	0	0.00	0
10	Double Track Mined (Soft Soil)	km	96,247,282	0.00	0	0.00	0
11	Seismic Chamber (Drill & Blast/Mined)	ea	94,803,899	0.00	0	0.00	0
12	Crossovers	ea	94,803,899	0.00	0	0.00	0
13	Cut & Cover Double Track Tunnel	km	48,123,641	0.00	0	0.00	0
14	Trench Short	km	49,668,587	0.00	0	0.00	0
15	Trench Long	km	39,272,836	0.00	0	0.00	0
16	Mechanical & Electrical for Tunnels	km	1,931,362	0.00	0	0.00	0
17	Retaining Walls	km	4,399,945	1.20	5,279,934	0.00	0
18	Containment Walls	km	1,500,559	0.00	0	0.00	0
19	Single Track Cut and Cover Subway	km	30,077,276	0.00	0	0.00	0
Grade Separations							
1	Street Overcrossing HSR - Urban	EA	17,167,417	0.00	0	0.00	0
2	Street Overcrossing HSR - Suburban	EA	6,485,469	0.00	0	0.00	0
3	Street Overcrossing HSR - Undeveloped	EA	1,093,628	0.00	0	0.00	0
4	Street Undercrossing HSR - Urban	EA	17,930,413	3.00	53,791,239	0.00	0
5	Street Undercrossing HSR - Suburban	EA	6,866,967	11.00	75,536,634	9.00	61,802,701
6	Street Undercrossing HSR - Undeveloped	EA	1,157,211	0.00	0	0.00	0
7	Street Bridging HSR Trench	EA	0	0.00	0	0.00	0
8	Minor crossing closure	EA	178,032	0.00	0	0.00	0
Rail and Utility Relocation							
1	Single Track Relocation (temporary)	km	1,271,661	0.00	0	0.00	0
2	Single Track Relocation (permanent)	km	1,271,661	0.00	0	0.00	0
3	Single Track Removal	km	63,372	0.00	0	0.00	0
5	Major Utility Relocation - Urban	km	680,338	13.33	9,065,509	4.64	3,156,770
7	Major Utility Relocation - Suburban	km	273,407	9.43	2,576,861	4.00	1,093,628
8	Major Utility Relocation - Undeveloped	km	13,988	9.75	136,386	7.36	102,954
Right-of-Way							
1	Right-of-Way Required for Each Segment						
	Urban	hectare	2,737,608	20.26	55,463,943	7.05	19,300,138

PACHECO- 1 AND 2							
COST ELEMENTS		UNIT	UNIT PRICE (\$)	QUANTITIES			
Alignment Cost				Diridon to Morgan Hill		Morgan Hill to Gilroy	
				Pacheco-1		Pacheco-2	
				Quantities	Item Cost (\$)	Quantities	Item Cost (\$)
Track							
	Suburban	hectare	479,081	14.33	6,865,236	6.08	2,912,815
	Undeveloped	hectare	342,201	14.82	5,071,418	11.19	3,829,229
Environmental Mitigation							
	Environmental Mitigation	3% of Line Cost			10,846,955		6,589,460
System Elements							
1	Signaling (ATC)	km	845,654	32.50	27,483,763	16.00	13,530,468
2	Communications (w/Fiber Optic Backbone)	km	699,413	32.50	22,730,932	16.00	11,190,612
3	Wayside Protection System	km	67,144	32.50	2,182,169	16.00	1,074,299
Electrification Items							
1	Traction Power Supply	km	432,365	32.50	14,051,849	16.00	6,917,833
2	Traction Power Distribution	km	806,233	32.50	26,202,565	16.00	12,899,724
Program Implementation Costs (PER SCREENING)							
	Program Implementation Costs	25.5% of Total Cost & Procurement			112,152,247		64,331,479
Contingencies (PER SCREENING)							
	Contingencies	25% of Total Construction Cost			109,953,184		63,070,077
Total Construction					361,565,182		219,648,667
Total Construction and Right of Way (Includes Environmental Mitigation)					439,812,734		252,280,309
Grand Total					661,918,165		379,681,864

*California Department of Transportation
Division of Maintenance*

Structure Maintenance and Investigations

B_{RIDGE}

I_{NSPECTION}

R_{ECORDS}

I_{NFORMATION}

S_{YSTEM}

The requested documents have been generated by BIRIS.

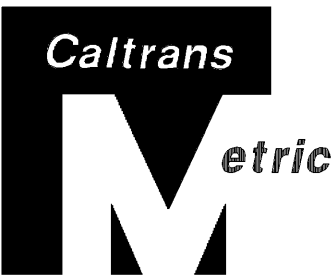
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Records for “Confidential” bridges may only be released outside the Department of Transportation upon execution of a confidentiality agreement.

CONTRACT NO: 04-27204
TRANSFER DATE: 12-20-2007
FIELD CORRECTION DATE: 07-16-2007

CORRECTIONS TRANSFERRED BY: BEM
FIELD CORRECTIONS BY: Helling AU

NO AS BUILT CORRECTIONS



DIST	COUNTY	ROUTE	KILOMETER TOTAL PROJECT	POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
04	SCI	280	R3.5/8.2		184	191

Thomas J. Bolla
REGISTERED CIVIL ENGINEER
11-28-05
PLANS APPROVAL DATE

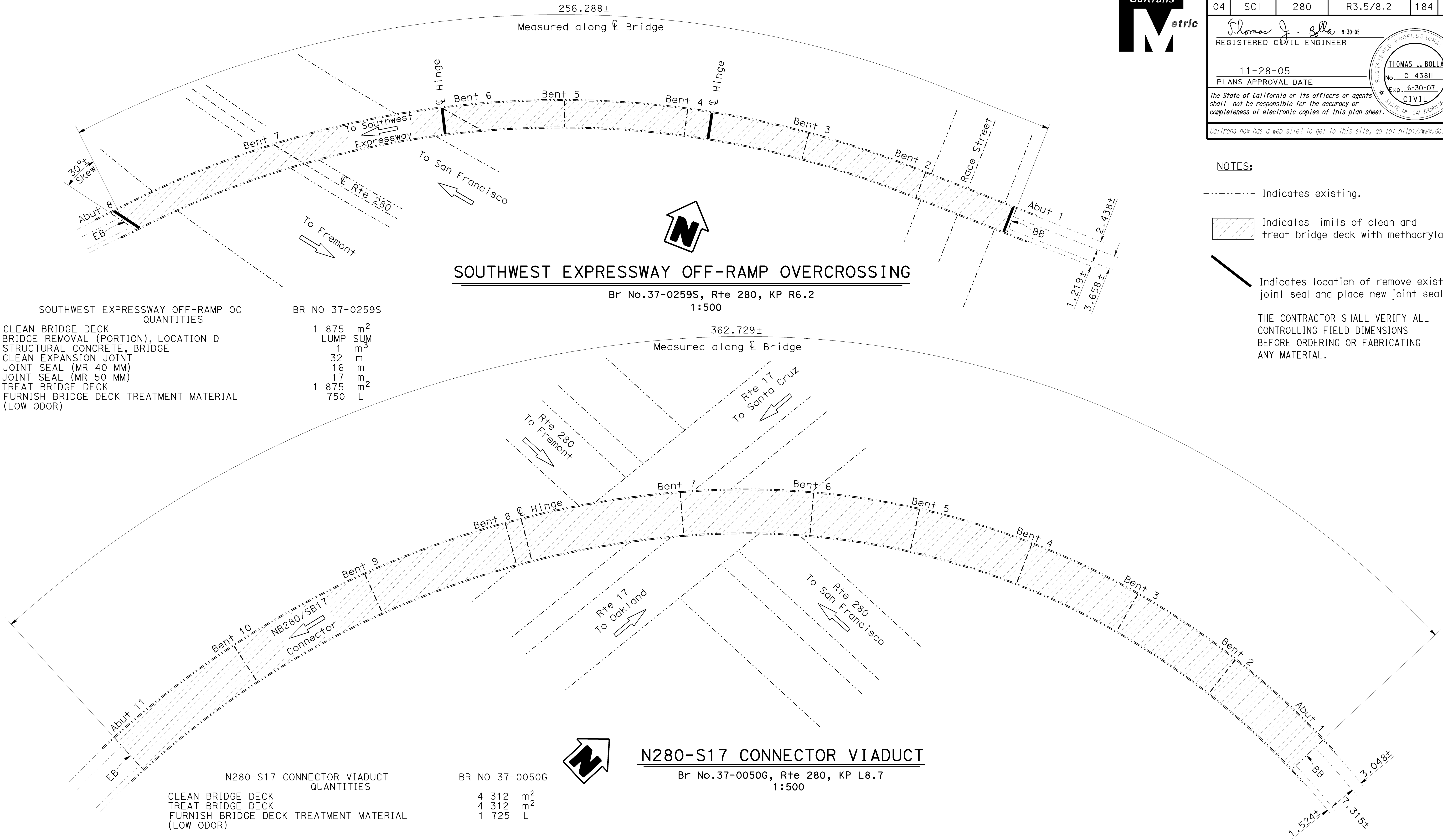
REGISTERED PROFESSIONAL ENGINEER

THOMAS J. BOLLA
No. C 43811
Exp. 6-30-07
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- NOTES:
- Indicates existing.
 - Indicates limits of clean and treat bridge deck with methacrylate.
 - Indicates location of remove existing joint seal and place new joint seal.
- THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.



SOUTHWEST EXPRESSWAY OFF-RAMP OC QUANTITIES		BR NO 37-0259S	
CLEAN BRIDGE DECK	1 875	m ²	
BRIDGE REMOVAL (PORTION), LOCATION D	LUMP	SUM	
STRUCTURAL CONCRETE, BRIDGE	1	m ³	
CLEAN EXPANSION JOINT	32	m	
JOINT SEAL (MR 40 MM)	16	m	
JOINT SEAL (MR 50 MM)	17	m	
TREAT BRIDGE DECK	1 875	m ²	
FURNISH BRIDGE DECK TREATMENT MATERIAL (LOW ODOR)	750	L	

N280-S17 CONNECTOR VIADUCT QUANTITIES		BR NO 37-0050G	
CLEAN BRIDGE DECK	4 312	m ²	
TREAT BRIDGE DECK	4 312	m ²	
FURNISH BRIDGE DECK TREATMENT MATERIAL (LOW ODOR)	1 725	L	

Michael J. Lee
DESIGN ENGINEER
9-30-05

DESIGN	BY T. Bolla	CHECKED Rangina Amir	LAYOUT	BY Norm Kelley	CHECKED Rangina Amir
DETAILS	BY Norm Kelley	CHECKED Rangina Amir	SPECIFICATIONS	BY Blair Anderson	CHECKED Blair Anderson
QUANTITIES	BY T. Bolla	CHECKED Rangina Amir			

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF MAINTENANCE
STRUCTURE MAINTENANCE DESIGN

BRIDGE NO. Various
KILOMETER POST Varies

CU 04230
EA 272011

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

REVISION DATES (PRELIMINARY STAGE ONLY)

5-3-05 5-17-05 9-30-05

9 16

ORIGINAL SCALE IN MILLIMETERS FOR REDUCED PLANS

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JOINT SEAL TABLE								
BRIDGE NO.	DESCRIPTION	LOCATION		MINIMUM "MR" (mm)	JOINT RECONSTRUCTION DETAIL	APPROXIMATE LENGTH (m)	EXISTING WATERSTOP	APPROX DEPTH TO CLEAN EXP JOINT (mm)
37-0396H	SB 87/SB 280 Connector	Abut 1	BW	50	_____	12.0	Yes	203
		Span 4	H	50	_____	12.0	Yes	203
		Span 8	H	80	2	12.0	Yes	590
		Span 11	H	50	_____	12.0	Yes	203
		Span 14	H	50	_____	13.9	Yes	203
	NB 87/SB 280 Connector	Abut 1	BW	30	1	8.4	Yes	356
		Span 4	H	50	3	8.4	Yes	590
37-0273F	SB 87/SB 280 Connector	Abut 1	BW	50	_____	12.4	Yes	203
		Span 4	H	40	_____	12.0	Yes	203
		Span 7	H	50	_____	16.9	Yes	203
		Span 8	H	50	_____	12.8	Yes	203
		Abut 10	BW	50	_____	12.4	Yes	203
	SB 87/NB 280 Connector	Abut 1	BW	40	_____	8.4	Yes	203
37-0275L	SB 280	Abut 1	BW	50	_____	28.6	Yes	203
		Span 5	H	80	2	31.2	Yes	590
		Span 8	H	50	_____	24.0	Yes	203
		Span 11	H	80	2	25.6	Yes	590
		Span 15	H	80	2	20.9	Yes	590
		Span 19	H	80	2	20.9	Yes	590
		Span 23	H	50	_____	22.9	Yes	203
	On-Ramp	Abut 27	BW	50	_____	22.9	Yes	203
		Span 15	H	80	2	7.6	Yes	590
		Span 19	H	80	2	13.2	Yes	590
		Span 22	H	80	2	11.1	Yes	590
		Abut 27	BW	50	_____	16.5	Yes	203
	Off-Ramp	Abut 12	BW	40	_____	8.6	Yes	203
		Span 15	H	50	3	7.5	Yes	590
37-0275R	Extend assembly full length to NB280/SB87 span 17	Abut 1	BW	40	1	28.6	Yes	356
		Span 5	H	80	2	21.2 +13.0	Yes	590
		Span 8	H	50	_____	20.9	Yes	203
		Span 11	H	80	2	22.4	Yes	590
		Span 15	H	80	2	31.6	Yes	590
	NB 280	Span 19	H	80	2	20.9	Yes	590
		Span 23	H	80	2	22.9	Yes	590
		Abut 27	BW	50	_____	31.2	Yes	203

NOTES:

For details not shown, see JOINT SEAL DETAILS NO.2 sheet.
For JOINT RECONSTRUCTION DETAIL 1, see JOINT RECONSTRUCTION DETAILS NO.1 sheet.
For JOINT RECONSTRUCTION DETAILS 2 & 3, see JOINT RECONSTRUCTION DETAILS NO.2 sheet.
For JOINT RECONSTRUCTION DETAIL 4, see JOINT RECONSTRUCTION DETAILS NO.3 sheet.

LEGEND:

- BW - Abutment backwall joint
BB - Paving notch at beginning of bridge
H - Hinge joint

NOTE:

THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

JOINT SEAL TABLE								
BRIDGE NO.	DESCRIPTION	LOCATION		MINIMUM "MR" (mm)	JOINT RECONSTRUCTION DETAIL	APPROXIMATE LENGTH (m)	EXISTING WATERSTOP	APPROX DEPTH TO CLEAN EXP JOINT (mm)
37-0275R	On-Ramp/ Off-Ramp	Abut 12	BW	50	_____	10.1	Yes	203
		Span 15	H	50	3	12.2	Yes	590
		Span 19	H	50	_____	11.4	Yes	203
		Span 22	H	80	2	11.1	Yes	590
		Span 26	H	50	_____	7.5	Yes	203
		Span 29	H	40	_____	11.1	Yes	203
		Span 30	H	40	_____	11.1	Yes	203
		Abut 33	BW	40	_____	11.1	Yes	203
37-0270H	SB 280/NB 87 Connector	Abut 1	BW	40	_____	12.0	Yes	203
		Span 3	H	50	_____	12.0	Yes	203
		Span 6	H	50	_____	12.0	Yes	203
		Span 9	H	80	2	12.0	Yes	820
		Span 12	H	50	3	12.0	Yes	820
		Span 14	H	50	3	12.0	Yes	820
		Span 16	H	50	3	17.4	Yes	820
		Abut 19	BW	50	_____	15.8	Yes	203
	Deleted	Abut 1	BB	15	_____	7.3	No	292
		Abut 1	BW	40	_____	12.0	Yes	203
		Span 3	H	50	3	12.0	Yes	820
		Span 6	H	80	2	12.0	Yes	820
		Span 9	H	80	2	12.0	Yes	820
		Span 12	H	40	4	12.0	Yes	820
		Span 12	H	40	4	12.0	Yes	820
		Span 15	H	50	3	16.3	Yes	820
		Span 17	H	80	3	13.0	Yes	820
	NB 280/NB 87 Connector	Span 1	H	80	2	8.4	Yes	820
		Span 3	H	50	3	8.4	Yes	820
		Span 6	H	50	3	8.4	Yes	820

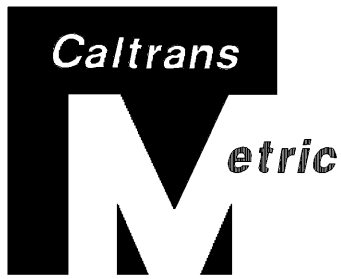
Changed to slightly larger B Seal. due to existing condition

Deleted Due to assembly extension from Span 5 NB280

NO SCALE

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

DESIGN	BY	T.Bolla	CHECKED	Rangina Amir	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF MAINTENANCE STRUCTURE MAINTENANCE DESIGN	BRIDGE NO.	Various	ROUTES 87 & 280 BRIDGES									
	DETAILS	BY	Norm Kelley	CHECKED	Rangina Amir	KILOMETER POST	Various											
	QUANTITIES	BY	T.Bolla	CHECKED	Rangina Amir			JOINT SEAL DETAILS NO.1										
CU 04230 EA 272011							DISREGARD PRINTS BEARING EARLIER REVISION DATES											
							REVISION DATES (PRELIMINARY STAGE ONLY)											
							4-11-05	5-18-05	6-1-05	9-28-05	9-30-05							
												SHEET	10	OF	16			



DIST	COUNTY	ROUTE	KILOMETER TOTAL PROJECT	POST PROJECT	SHEET No	TOTAL SHEETS
04	SCI	280	R3.5/8.2		185	191

Thomas J. Bolla
REGISTERED CIVIL ENGINEER

11-28-05
PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER

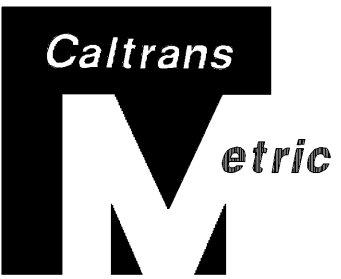
THOMAS J. BOLLA

No. C 43811

Exp. 6-30-07

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STATE OF CALIFORNIA



DIST	COUNTY	ROUTE	KILOMETER TOTAL PROJECT	POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
04	SCI	280	R3.5/8.2		182	191

Thomas J. Bolla

9-30-05

REGISTERED CIVIL ENGINEER

11-28-05

PLANS APPROVAL DATE

THOMAS J. BOLLA

No. C 43811

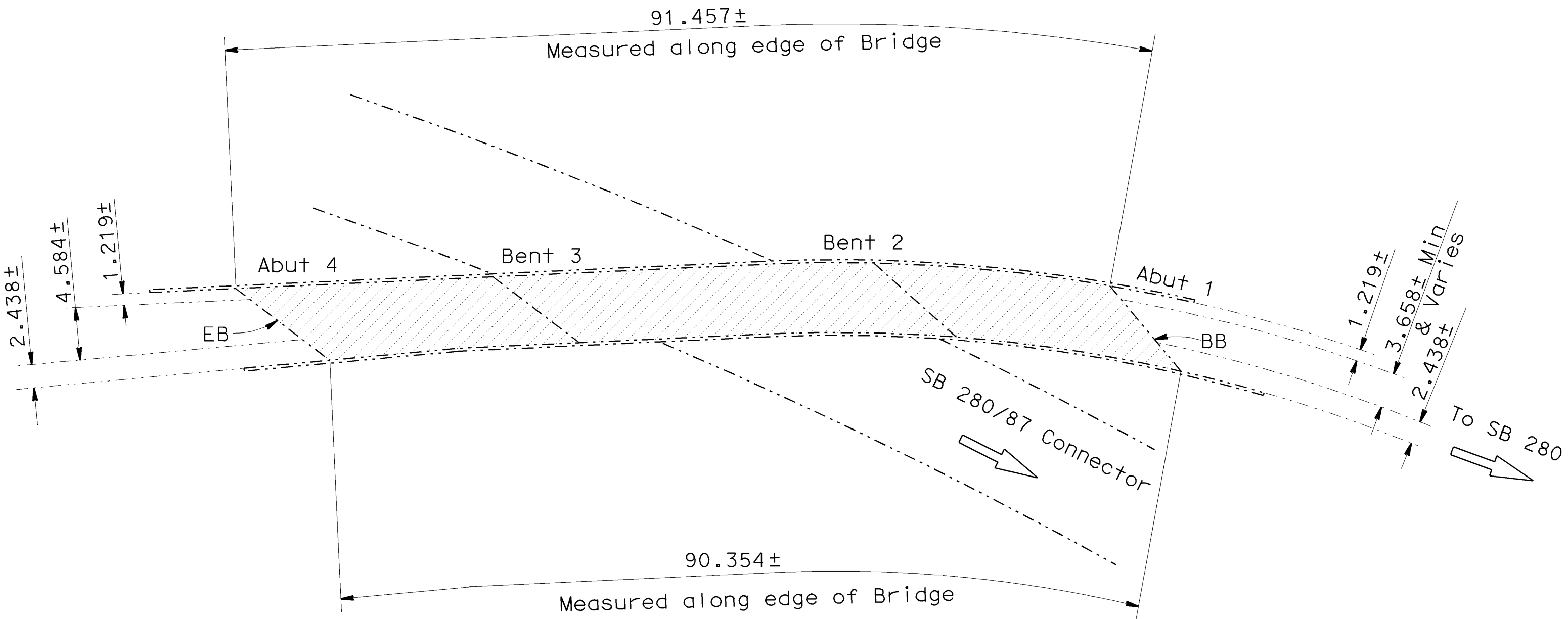
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BIRD AVENUE ON-RAMP OVERCROSSING

Br No.37-0268K, Rte 280, KP R4.4
1:400

BIRD AVENUE ON-RAMP OVERCROSSING QUANTITIES		BR NO 37-0268K	
CLEAN BRIDGE DECK	710	m2	
TREAT BRIDGE DECK	710	m2	
FURNISH BRIDGE DECK TREATMENT MATERIAL (LOW ODOR)	284	L	

NOTES:

- Indicates existing.
- Indicates limits of clean and treat bridge deck with methacrylate.
- Indicates limits of saw cut and remove existing approach pavement and place new Structure Approach Type R (9D). For details see STRUCTURE APPROACH TYPE R (9D) sheet.
- Indicates location of remove existing joint seal and place new joint seal.
- THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

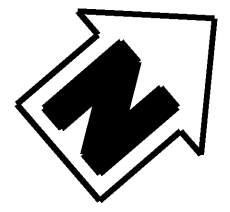
LOS GATOS CREEK QUANTITIES	
AGGREGATE BASE (APPROACH SLAB)	25 m ³
STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R)	243 m ³
PAVING NOTCH EXTENSION	6 m ³
CLEAN EXPANSION JOINT	8 m
JOINT SEAL (MR 30 MM)	97 m

To San Francisco

☐ Rte 280

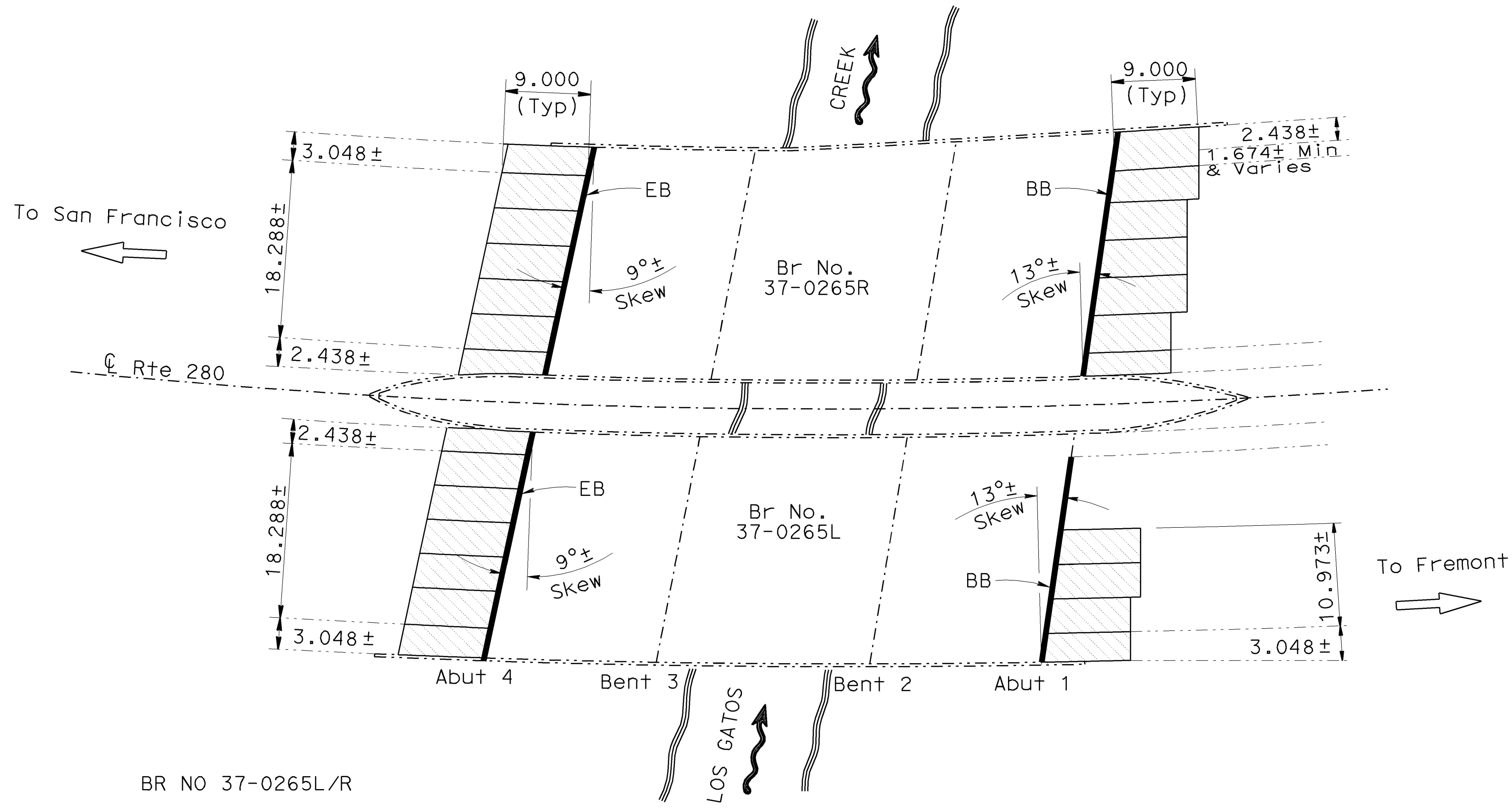
BR NO 37-0265L/R

25	m ³
243	m ³
6	m ³
8	m
97	m



LOS GATOS CREEK

Br No.37-0265L/R, Rte 280, KP R5.1
1:400



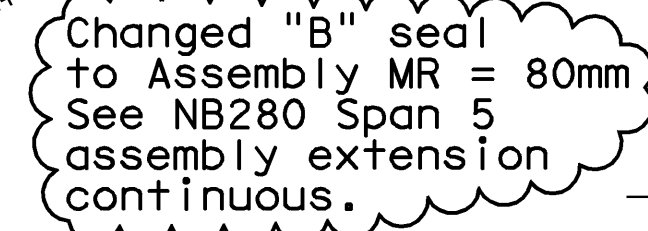
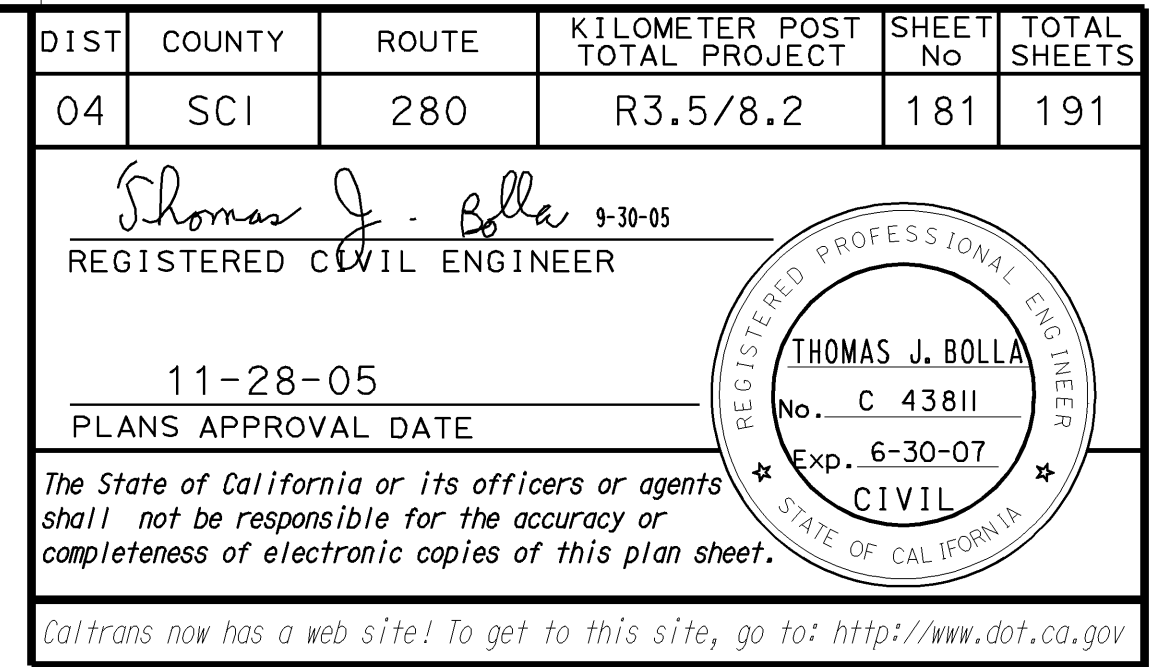
To Fremont

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

 DESIGN ENGINEER 9-30-05	DESIGN	BY T. Bolla	CHECKED Rangina Amir	LAYOUT	BY Norm Kelley	CHECKED Rangina Amir	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF MAINTENANCE STRUCTURE MAINTENANCE DESIGN	BRIDGE NO.	Varios	ROUTES 87 & 280 BRIDGES GENERAL PLAN NO.7	
	DETAILS	BY Norm Kelley	CHECKED Rangina Amir		PLANS AND SPECS COMPARED				KILOMETER POST			
	QUANTITIES	BY T. Bolla	CHECKED Rangina Amir	SPECIFICATIONS	Blair Anderson	Blair Anderson						
ORIGINAL SCALE IN MILLIMETERS FOR REDUCED PLANS								CU 04230 EA 272011	DISREGARD PRINTS BEARING EARLIER REVISION DATES		REVISION DATES (PRELIMINARY STAGE ONLY)	SHEET 7 OF 16

5-3-055-17-059-30-05

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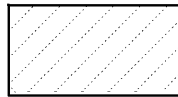
280-87 CONNECTOR VIADUCT	BR NO 37-0270H
QUANTITIES	
CLEAN BRIDGE DECK	18 402 m ²
BRIDGE REMOVAL (PORTION), LOCATION C	LUMP SUM
STRUCTURAL CONCRETE, BRIDGE	14 m ³
CLEAN EXPANSION JOINT	240 m
JOINT SEAL (MR 15 MM)	8 m
JOINT SEAL ASSEMBLY (MR 80 MM)	45 m
JOINT SEAL (MR 40 MM)	61 m
JOINT SEAL (MR 50 MM)	128 m
TREAT BRIDGE DECK	18 402 m ²
FURNISH BRIDGE DECK TREATMENT MATERIAL	7 350 L
(LOW ODOR)	

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METERS UNLESS OTHERWISE SHOWN

SHEET	OF
6	16

NOTES:

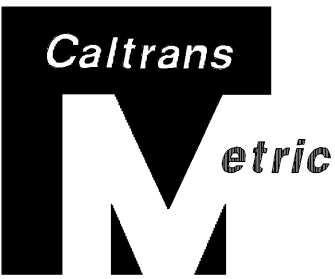
----- Indicates existing.



Indicates limits of clean and
treat bridge deck with methacrylate.

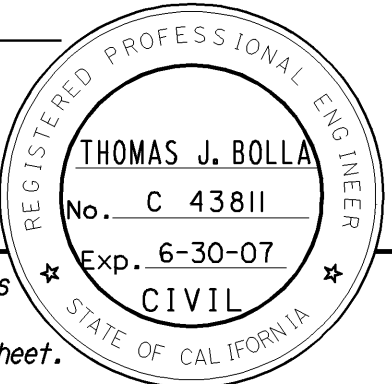
Indicates location of remove existing joint seal and place new joint seal.

THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.



DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
04	SCI	280	R3.5/8.2	180	191

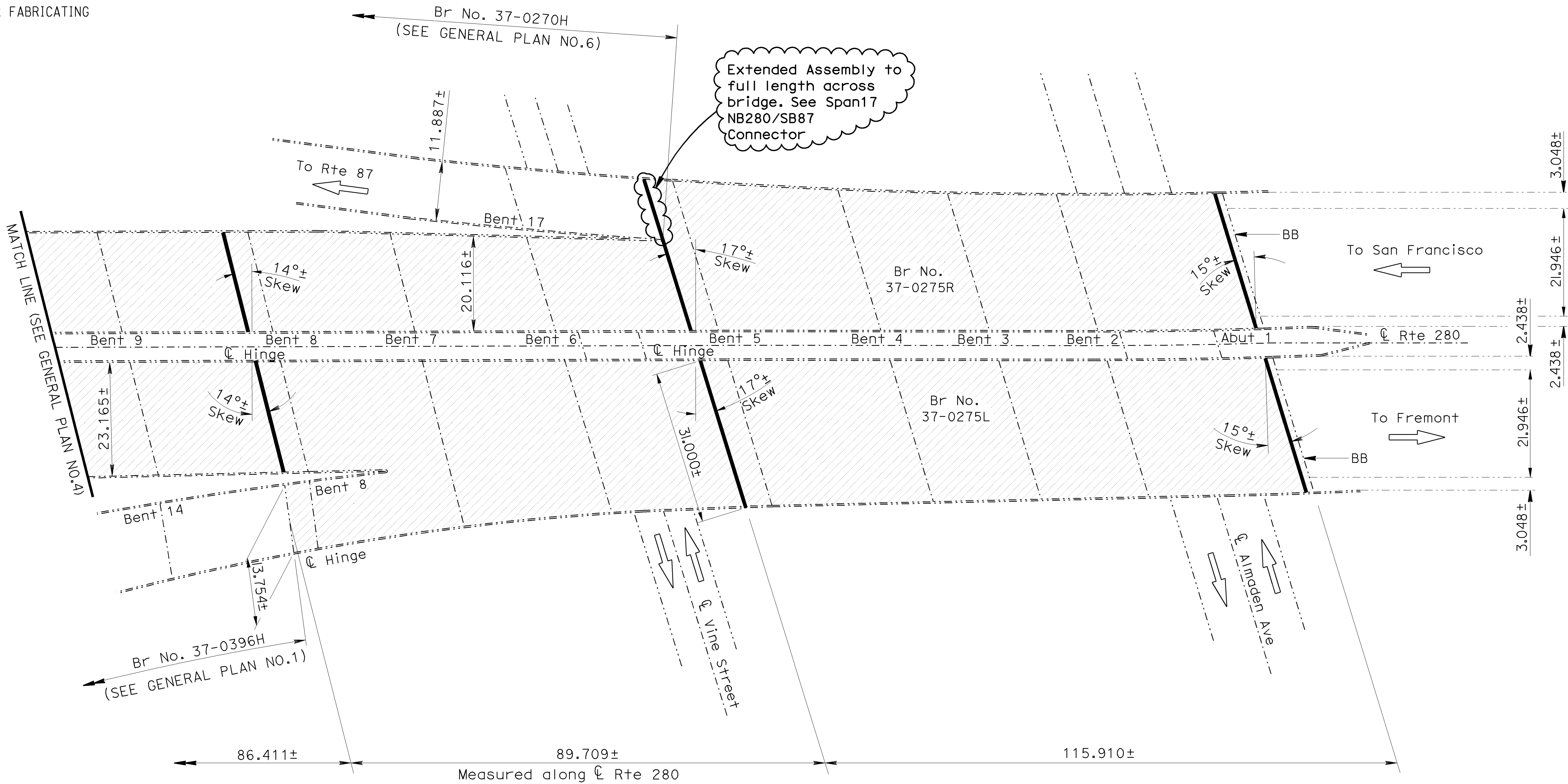
Thomas J. Bolla 9-30-01
REGISTERED CIVIL ENGINEER



11-28-05
PLANS APPROVAL DATE

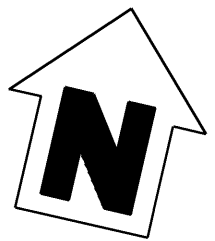
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GUADALUPE RIVER BRIDGE AND SEPARATION (280/87)

Br No. 37-0275L/R, Rte 280, KP R3.5
1:500



ALL DIMENSIONS ARE IN
METERS UNLESS OTHERWISE SHOWN

<div><div>9-30-05</div><div>DESIGN ENGINEER</div></div>	DESIGN	BY T. Bolla	CHECKED Rangina Amir	LAYOUT	BY Norm Kelley	CHECKED Rangina Amir	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF MAINTENANCE STRUCTURE MAINTENANCE DESIGN	BRIDGE NO.	ROUTES 87 & 280 BRIDGES GENERAL PLAN NO.5
	DETAILS	BY Norm Kelley	CHECKED Rangina Amir		SPECIFICATIONS	BY Blair Anderson			PLANS AND SPECS COMPARED Blair Anderson	
	QUANTITIES	BY T. Bolla	CHECKED Rangina Amir	Varies						

DISCARD PRINTS BEARING EARLIER REVISION DATES →										REVISION DATES (PRELIMINARY STAGE ONLY)							SHEET	OF		
										5-4-05	5-17-05	9-30-05							5	16

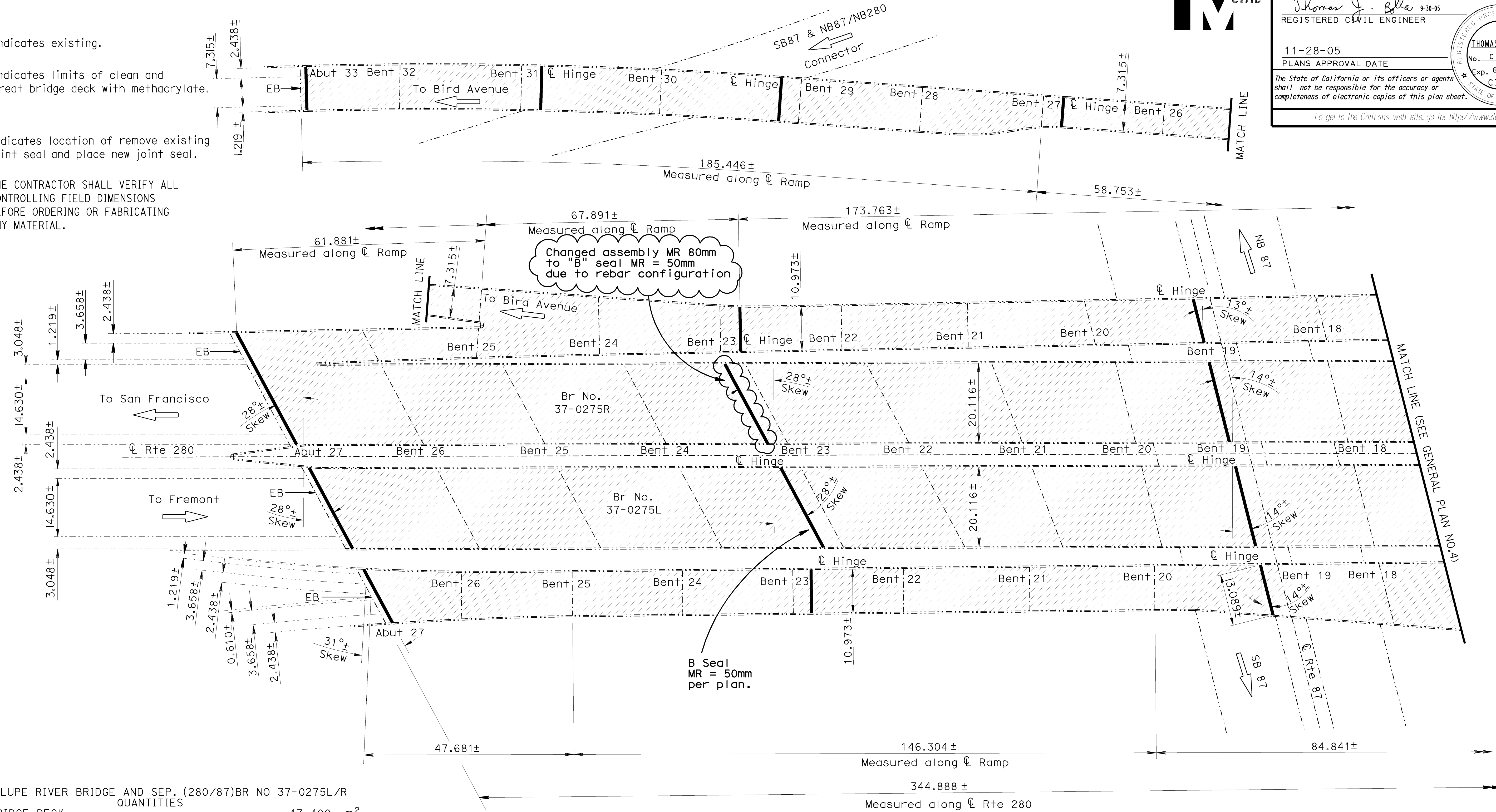
NOTES:

----- Indicates existing.

▨ Indicates limits of clean and treat bridge deck with methacrylate.

↘ Indicates location of remove existing joint seal and place new joint seal.

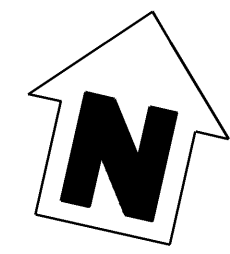
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.




GUADALUPE RIVER BRIDGE AND SEP. (280/87)BR NO 37-0275L/R		QUANTITIES
CLEAN BRIDGE DECK	47 400	m ²
BRIDGE REMOVAL (PORTION), LOCATION B	LUMP SUM	
STRUCTURAL CONCRETE, BRIDGE	38	m ³
CLEAN EXPANSION JOINT	550	m
JOINT SEAL ASSEMBLY (MR 80 MM)	263	m
JOINT SEAL (MR 40 MM)	72	m
JOINT SEAL (MR 50 MM)	217	m
TREAT BRIDGE DECK	47 400	m ²
FURNISH BRIDGE DECK TREATMENT MATERIAL (LOW ODOR)	18 930	L

GUADALUPE RIVER BRIDGE AND SEPARATION (280/87)

Br No. 37-0275L/R, Rte 280, KP R3.5
1:500



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

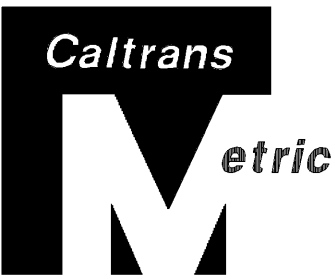
<div><div>9-30-05</div></div> <div>DESIGN ENGINEER</div>	DESIGN	BY T. Bolla	CHECKED Rangina Amir	LAYOUT	BY Norm Kelley	CHECKED Rangina Amir	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF MAINTENANCE STRUCTURE MAINTENANCE DESIGN	BRIDGE NO.	ROUTES 87 & 280 BRIDGES							
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	QUANTITIES	BY T. Bolla	CHECKED Rangina Amir		Varies												
STRUCTURE MAINTENANCE DESIGN GENERAL PLAN & DETAIL SHEET (METRIC) (REV. 5/10/03)																	
ORIGINAL SCALE IN MILLIMETERS FOR REDUCED PLANS								CU 04230 EA 272011	DISREGARD PRINTS BEARING EARLIER REVISION DATES		REVISION DATES (PRELIMINARY STAGE ONLY)		SHEET	OF			
									→		5-4-05	5-17-05	9-30-05			3	16

CONTRACT NO: 04-272014

TRANSFER DATE: 12-20-2007
FIELD CORRECTION DATE: 07-16-2007

CORRECTIONS TRANSFERRED BY: BEM
FIELD CORRECTIONS BY: Helina Au

NO AS BUILT CORRECTIONS



DIST	COUNTY	ROUTE	KILOMETER TOTAL PROJECT	POST	SHEET No	TOTAL SHEETS
04	SCI	280	R3.5/8.2		179	191

Thomas J. Bolla
REGISTERED CIVIL ENGINEER

11-28-05
PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER

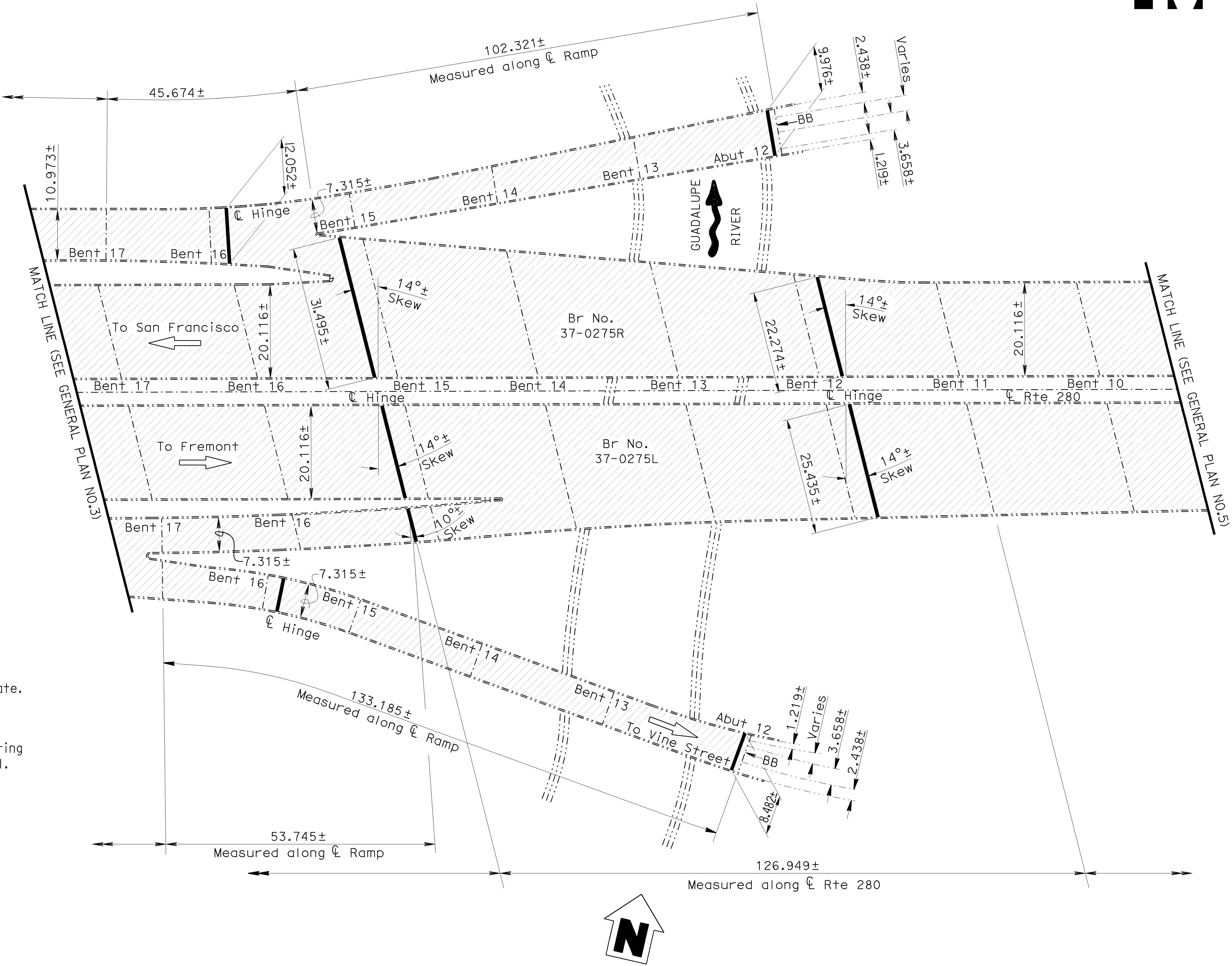
THOMAS J. BOLLA

No. C 43811

Exp. 6-30-07

CIVIL

STATE OF CALIFORNIA



NOTES:


- Indicates existing.
- Indicates limits of clean and treat bridge deck with methacrylate.
- Indicates location of remove existing joint seal and place new joint seal.

THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

GUADALUPE RIVER BRIDGE AND SEPARATION (280/87)

Br No. 37-0275L/R, Rte 280, KP R3.5
1:500

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

<div> 9-30-05</div> <div>DESIGN ENGINEER</div>	DESIGN	BY T. Bolla	CHECKED Rangina Amir	LAYOUT	BY Norm Kelley	CHECKED Rangina Amir	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF MAINTENANCE STRUCTURE MAINTENANCE DESIGN	BRIDGE NO.	ROUTES 87 & 280 BRIDGES																																									
	DETAILS	BY Norm Kelley	CHECKED Rangina Amir		BY				KILOMETER POST																																										
	QUANTITIES	BY T. Bolla	CHECKED Rangina Amir	SPECIFICATIONS	BY Blair Anderson	PLANS AND SPECS COMPARED Blair Anderson			Varies		GENERAL PLAN NO. 4																																								
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USERNAME => bmt11er

CONTRACT NO: 04-27204
TRANSFER DATE: 12-20-2007
FIELD CORRECTION DATE: 07-16-2007

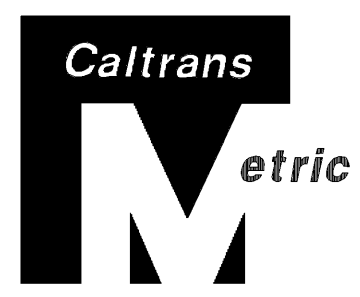
CORRECTIONS TRANSFERRED BY: BEM
FIELD CORRECTIONS BY: Helling Au

NO AS BUILT CORRECTIONS

NOTES:
----- Indicates existing.
▨ Indicates limits of clean and treat bridge deck with methacrylate.
/ Indicates location of remove existing joint seal and place new joint seal.

THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

AUZERAIS AVENUE UNDERCROSSING QUANTITIES			BR NO 37-0273F
CLEAN BRIDGE DECK	3 451	m ²	
CLEAN EXPANSION JOINT	76	m	
JOINT SEAL (MR 40 MM)	21	m	
JOINT SEAL (MR 50 MM)	55	m	
TREAT BRIDGE DECK	3 451	m ²	
FURNISH BRIDGE DECK TREATMENT MATERIAL (LOW ODOR)	1 381	L	



DIST	COUNTY	ROUTE	KILOMETER TOTAL PROJECT	POST	SHEET No	TOTAL SHEETS
04	SCI	280	R3.5/8.2		177	191

Thomas J. Bolla
REGISTERED CIVIL ENGINEER

11-28-05
PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER

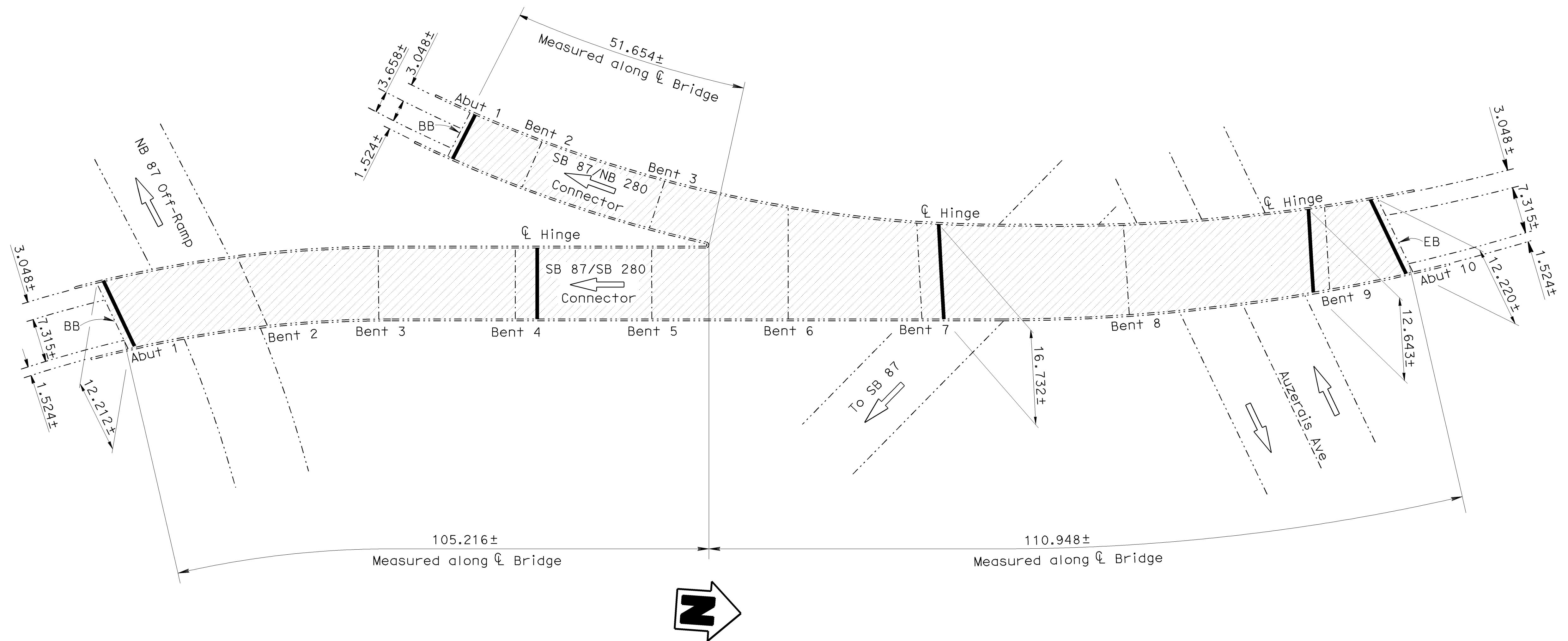
THOMAS J. BOLLA

No. C 43811

Exp. 6-30-07


CIVIL

STATE OF CALIFORNIA



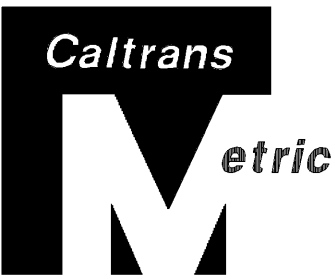
AUZERAIS AVENUE UNDERCROSSING
Br No.37-0273F, Rte 87, KP 8.4
1:400

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

<div><div>9-30-05</div></div> <div>DESIGN ENGINEER</div>	DESIGN	BY T. Bolla	CHECKED Rangina Amir	LAYOUT	BY Norm Kelley	CHECKED Rangina Amir	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF MAINTENANCE STRUCTURE MAINTENANCE DESIGN	BRIDGE NO.	ROUTES 87 & 280 BRIDGES GENERAL PLAN NO. 2									
	DETAILS	BY Norm Kelley	CHECKED Rangina Amir	SPECIFICATIONS	BY Blair Anderson	PLANS AND SPECS COMPARED Blair Anderson			Various										
	QUANTITIES	BY T. Bolla	CHECKED Rangina Amir						Varies										
ORIGINAL SCALE IN MILLIMETERS FOR REDUCED PLANS								CU 04230 EA 272011	DISREGARD PRINTS BEARING EARLIER REVISION DATES					REVISION DATES (PRELIMINARY STAGE ONLY)					
													4-28-05 5-17-05 9-30-05						

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DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
04	SCI	280	R3.5/8.2	176	191

Thomas J. Bolla
REGISTERED CIVIL ENGINEER

11-28-05
PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER

THOMAS J. BOLLA

No. C 43811

Exp. 6-30-07

CIVIL

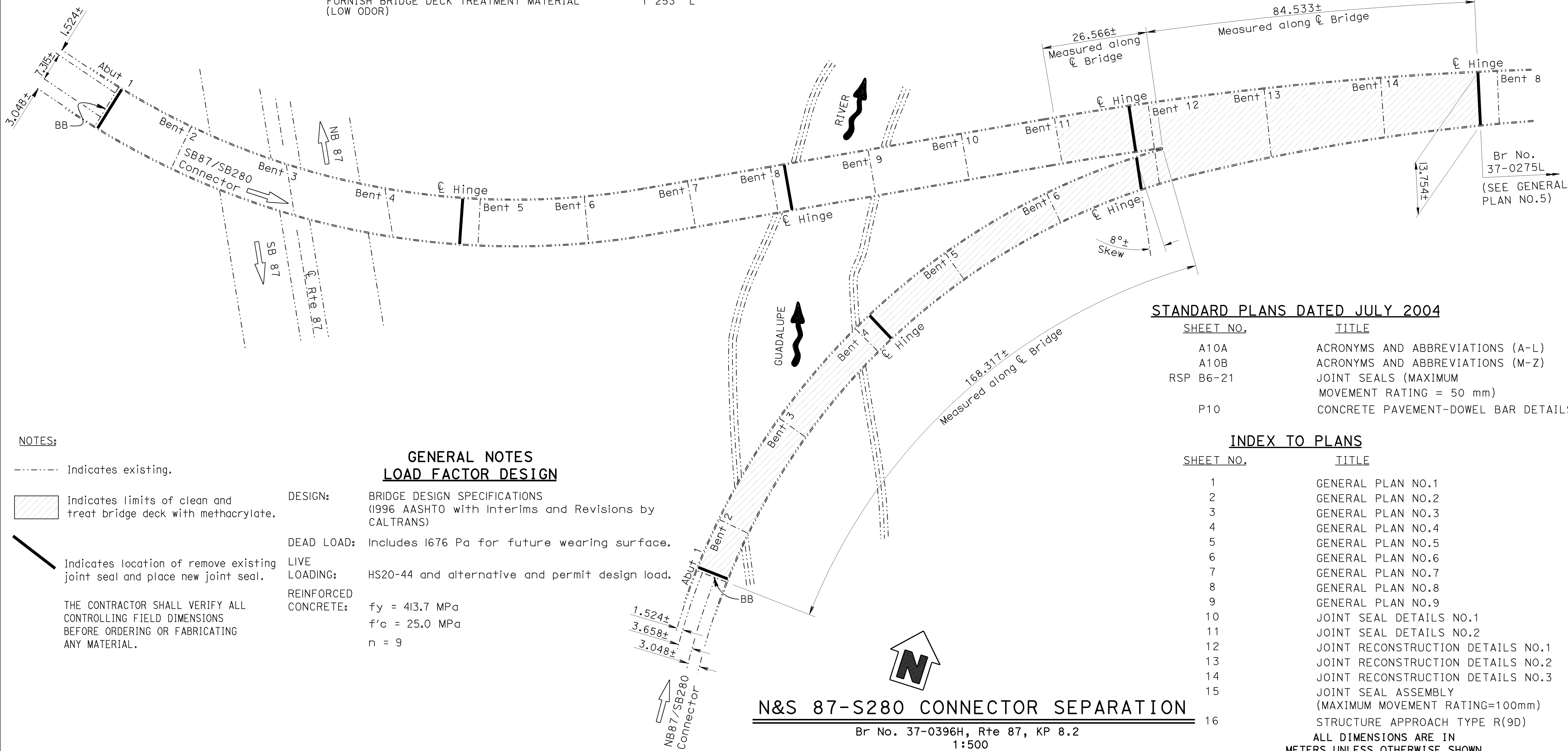
STATE OF CALIFORNIA

N&S 87-S280 CONNECTOR SEPARATION
QUANTITIES

CLEAN BRIDGE DECK
BRIDGE REMOVAL (PORTION), LOCATION A
STRUCTURAL CONCRETE, BRIDGE
CLEAN EXPANSION JOINT
JOINT SEAL (MR 30 MM)
JOINT SEAL ASSEMBLY (MR 80 MM)
JOINT SEAL (MR 50 MM)
TREAT BRIDGE DECK
FURNISH BRIDGE DECK TREATMENT MATERIAL (LOW ODOR)

BR NO 37-0396H

3 133	m ²
LUMP	SUM
4	m ³
88	m
9	m
12	m
67	m
3 133	m ²
1 253	L



NOTES:

----- Indicates existing.

▨ Indicates limits of clean and treat bridge deck with methacrylate.

— Indicates location of remove existing joint seal and place new joint seal.

THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

GENERAL NOTES
LOAD FACTOR DESIGN

DESIGN: BRIDGE DESIGN SPECIFICATIONS (1996 AASHTO with Interims and Revisions by CALTRANS)

DEAD LOAD: Includes 1676 Pa for future wearing surface.

LIVE LOADING: HS20-44 and alternative and permit design load.

REINFORCED CONCRETE: f_y = 413.7 MPa
f'c = 25.0 MPa
n = 9

STANDARD PLANS DATED JULY 2004

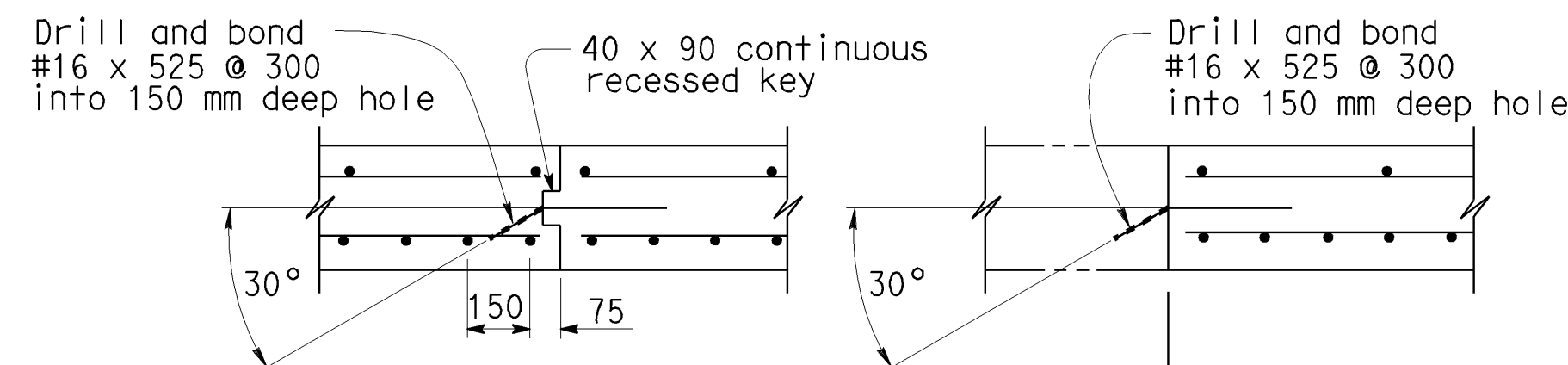
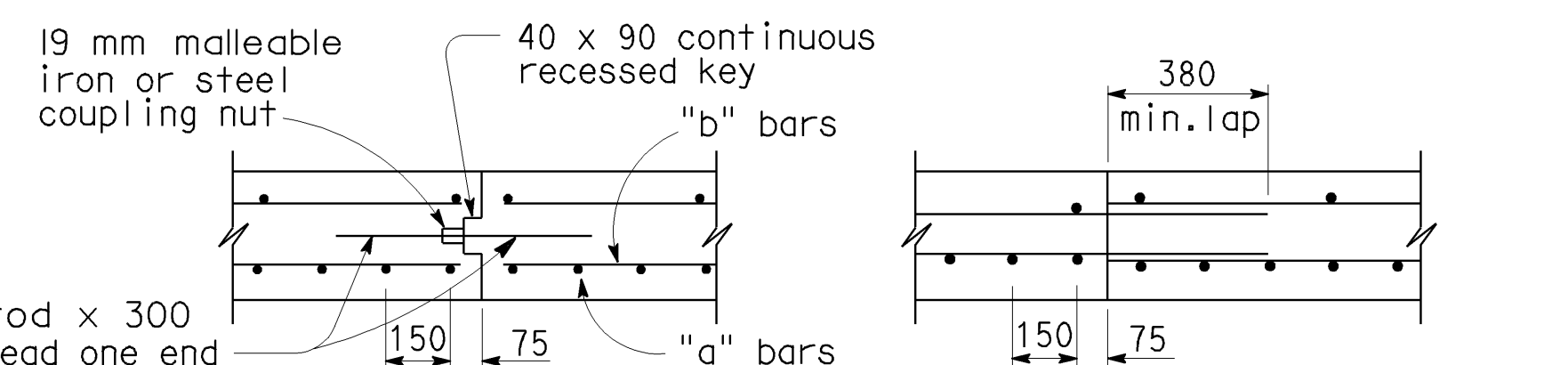
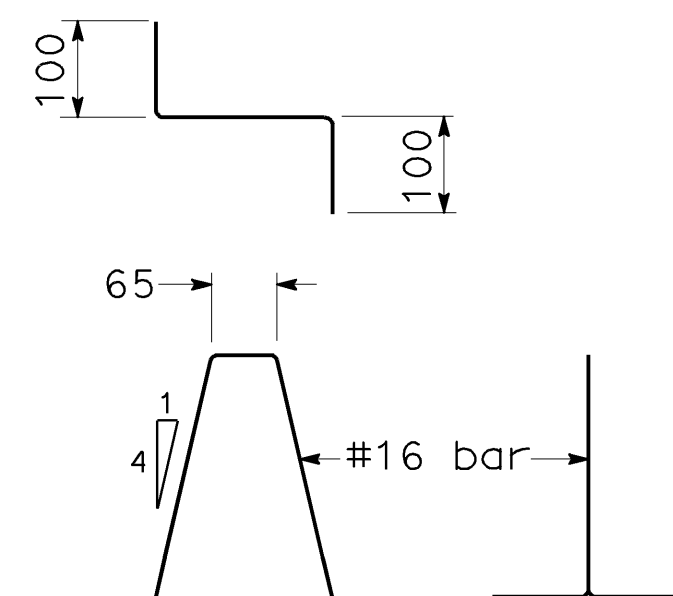
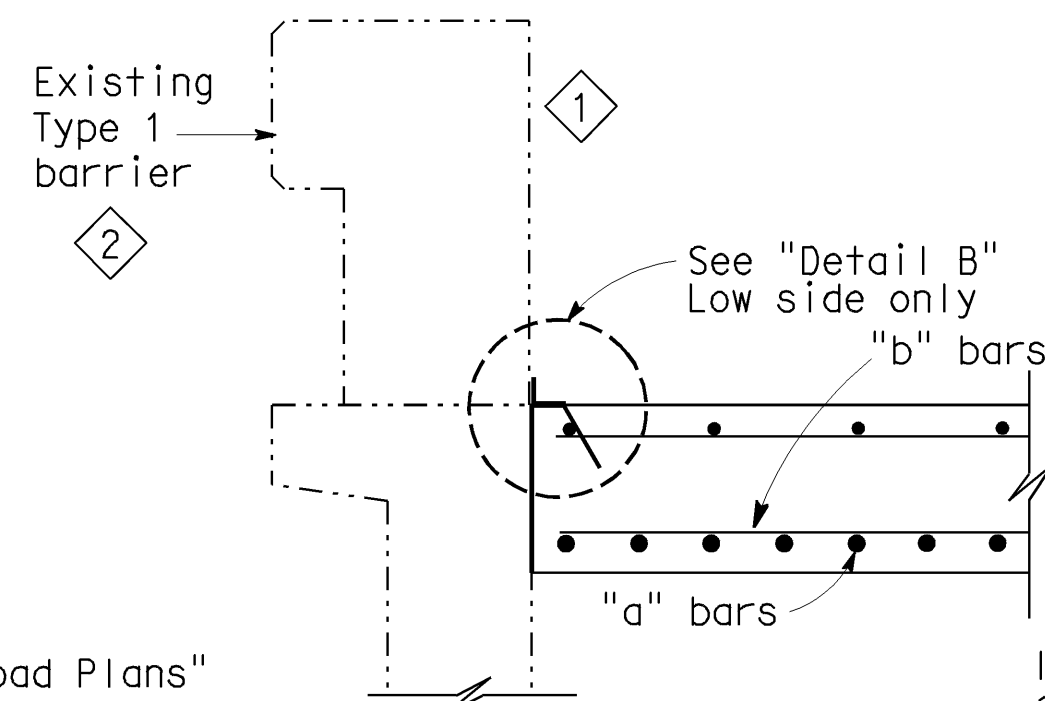
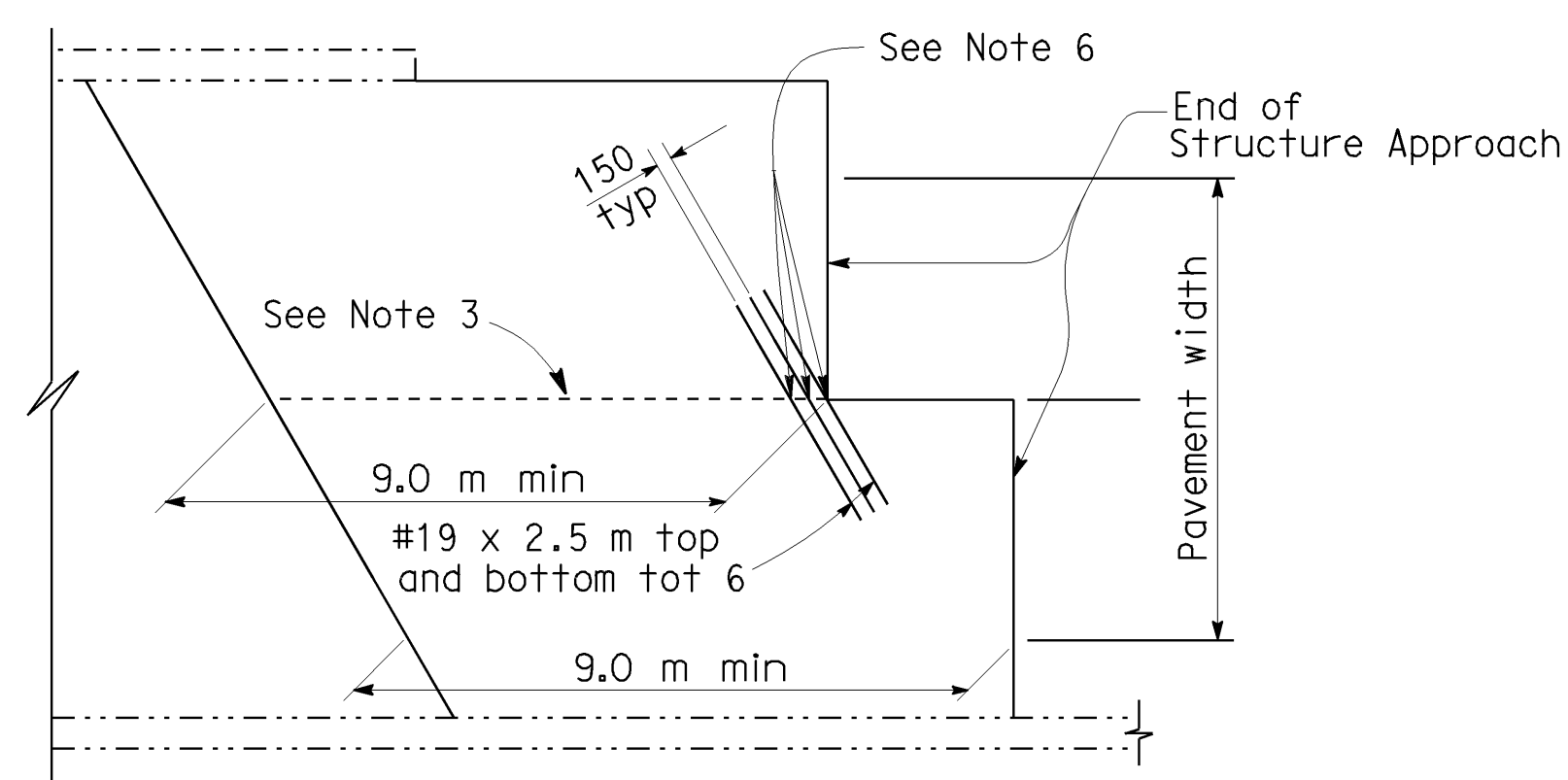
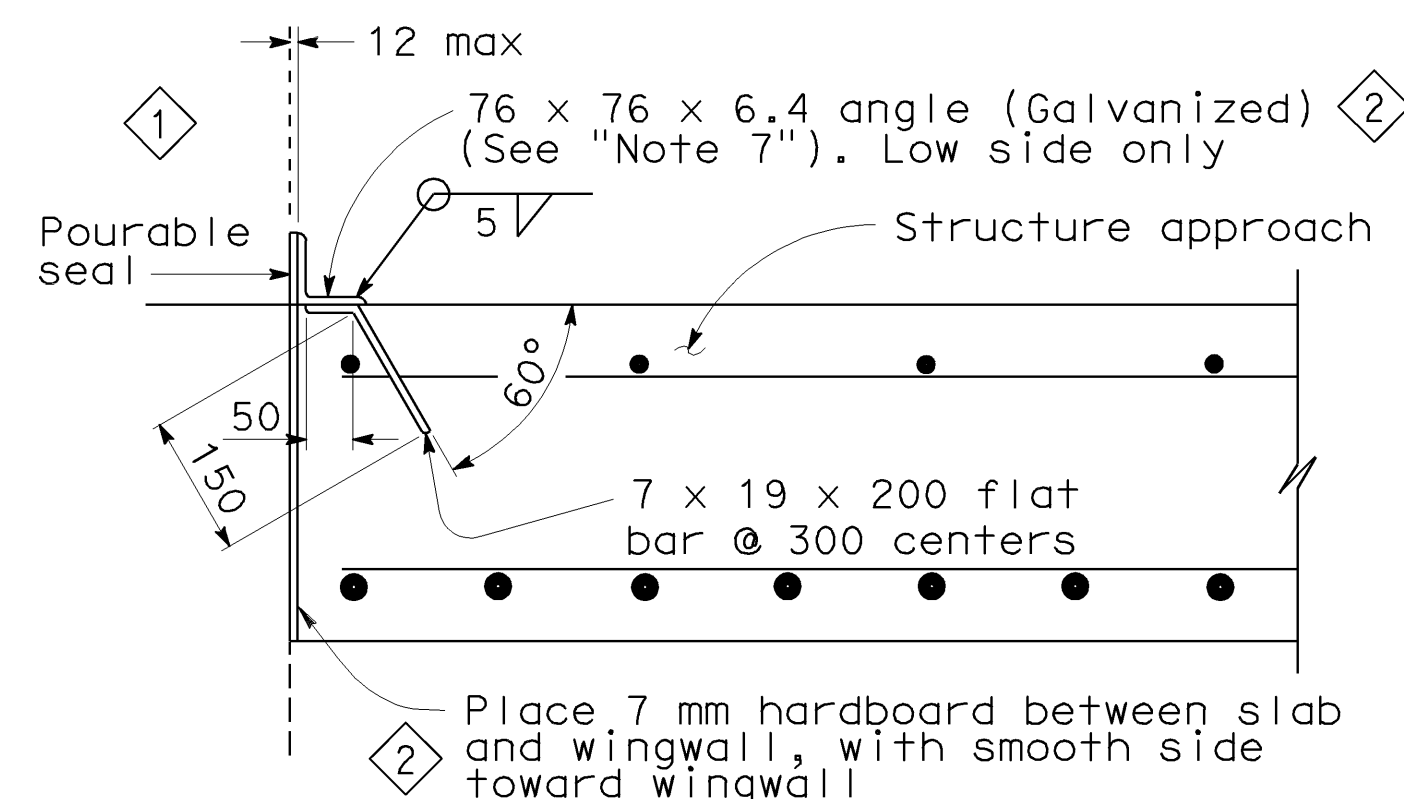
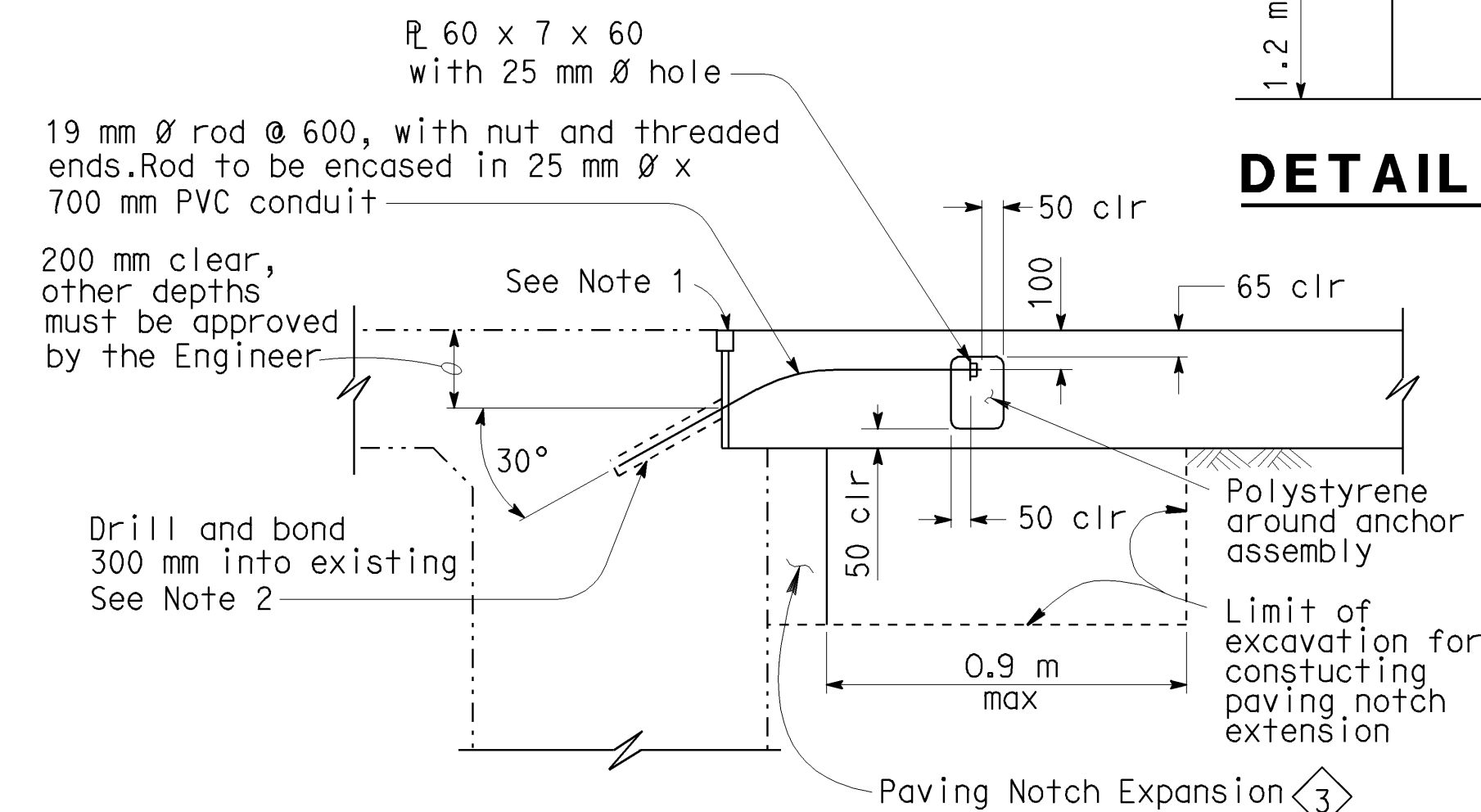
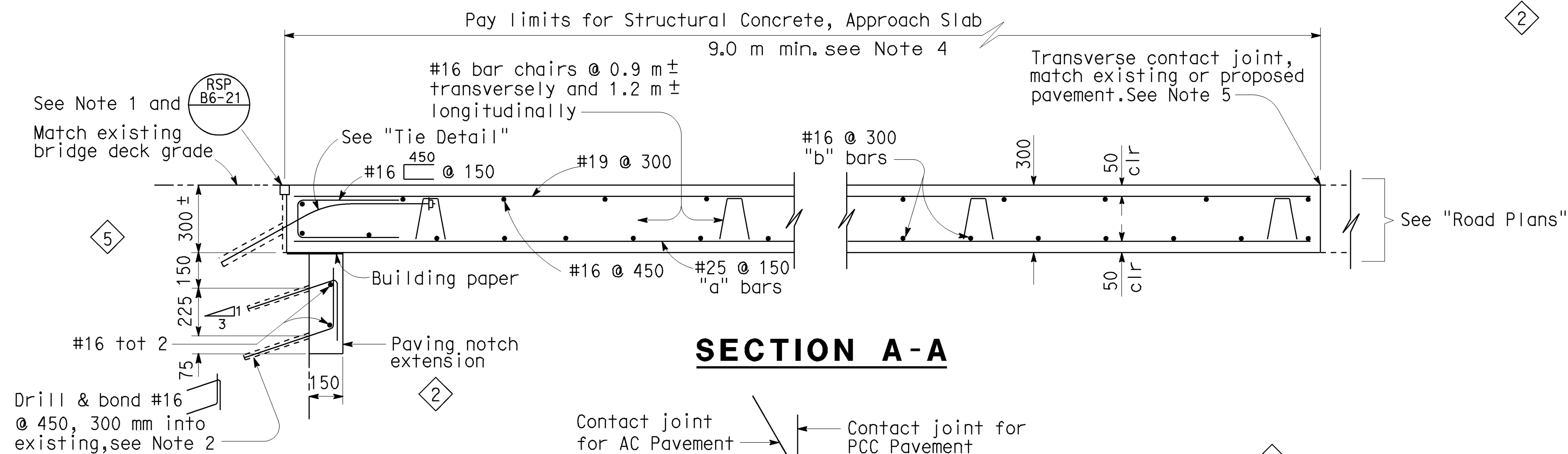
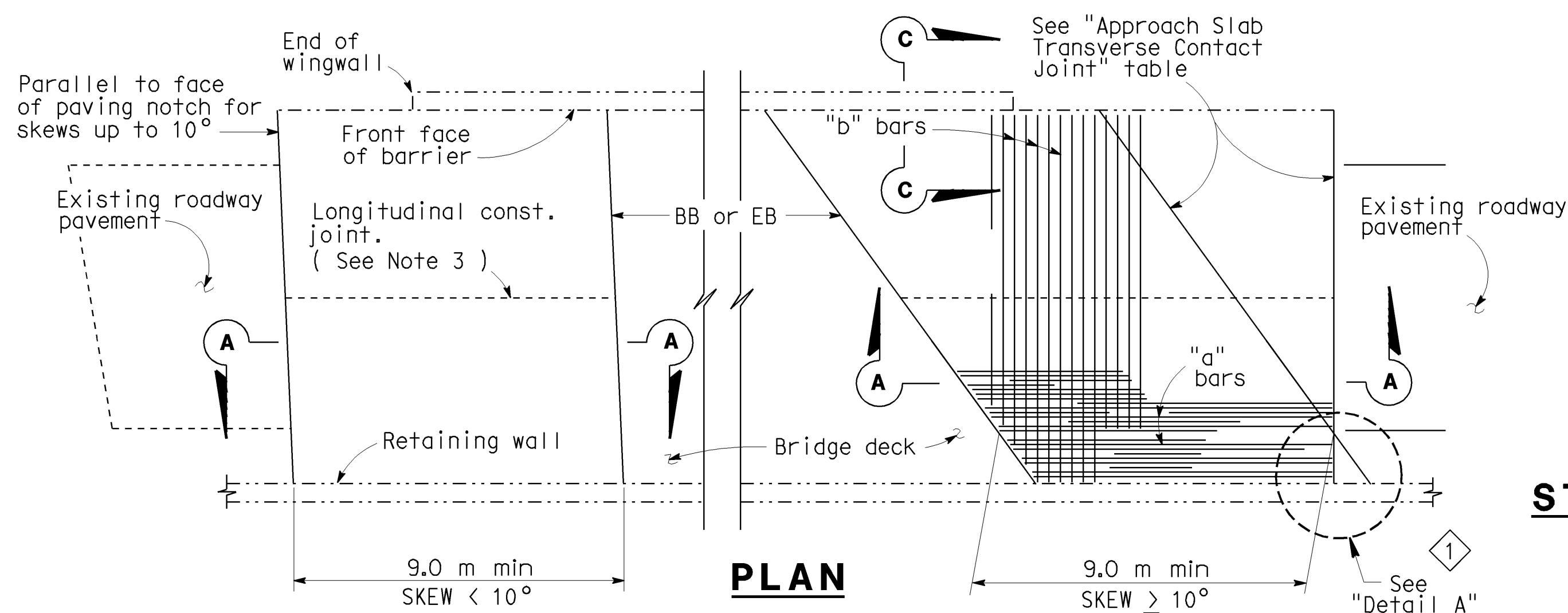
SHEET NO.	TITLE
A10A	ACRONYMS AND ABBREVIATIONS (A-L)
A10B	ACRONYMS AND ABBREVIATIONS (M-Z)
RSP B6-21	JOINT SEALS (MAXIMUM MOVEMENT RATING = 50 mm)
P10	CONCRETE PAVEMENT-DOWEL BAR DETAILS

INDEX TO PLANS

SHEET NO.	TITLE
1	GENERAL PLAN NO.1
2	GENERAL PLAN NO.2
3	GENERAL PLAN NO.3
4	GENERAL PLAN NO.4
5	GENERAL PLAN NO.5
6	GENERAL PLAN NO.6
7	GENERAL PLAN NO.7
8	GENERAL PLAN NO.8
9	GENERAL PLAN NO.9
10	JOINT SEAL DETAILS NO.1
11	JOINT SEAL DETAILS NO.2
12	JOINT RECONSTRUCTION DETAILS NO.1
13	JOINT RECONSTRUCTION DETAILS NO.2
14	JOINT RECONSTRUCTION DETAILS NO.3
15	JOINT SEAL ASSEMBLY (MAXIMUM MOVEMENT RATING=100mm)
16	STRUCTURE APPROACH TYPE R(9D)

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

<div><i>Michael J. Lee</i></div> <div>9-30-05</div> <div>DESIGN ENGINEER</div>	DESIGN	BY T. Bolla	CHECKED Rangina Amir	LAYOUT	BY Norm Kelley	CHECKED Rangina Amir	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF MAINTENANCE STRUCTURE MAINTENANCE DESIGN	BRIDGE NO.	ROUTES 87 & 280 BRIDGES															
	DETAILS	BY Norm Kelley	CHECKED Rangina Amir	SPECIFICATIONS	BY Blair Anderson	PLANS AND SPECS COMPARED Blair Anderson			Various																
	QUANTITIES	BY T. Bolla	CHECKED Rangina Amir		Varies																				
STRUCTURE MAINTENANCE DESIGN GENERAL PLAN & DETAIL SHEET (MSR-1C) (REV.) (5/10/01)								ORIGINAL SCALE IN MILLIMETERS FOR REDUCED PLANS		CU 04230 EA 272011		DISREGARD PRINTS BEARING EARLIER REVISION DATES		REVISION DATES (PRELIMINARY STAGE ONLY)										SHEET	OF
								0 10 20 30 40 50 60 70 80 90 100				5-A-05 5-H-05 9-30-05												1	16



APPROACH SLAB TRANSVERSE CONTACT JOINT		
APPROACH SKEW	WITH AC ROADWAY PAVEMENT	WITH PCC ROADWAY PAVEMENT
< 10°	Parallel to face of paving notch	Parallel to face of paving notch
10°- 45°	Parallel to face of P N use (Detail A)	Stagger lines 7.2 m to 10.8 m apart
> 45°	Parallel to face of P N use (Detail A)	Stagger at each lane line

STAGE 1 | **STAGE 2**

40 x 90 continuous recessed key

150

75

Drill and bond #16 x 525 @ 300 into 150 mm deep


30°

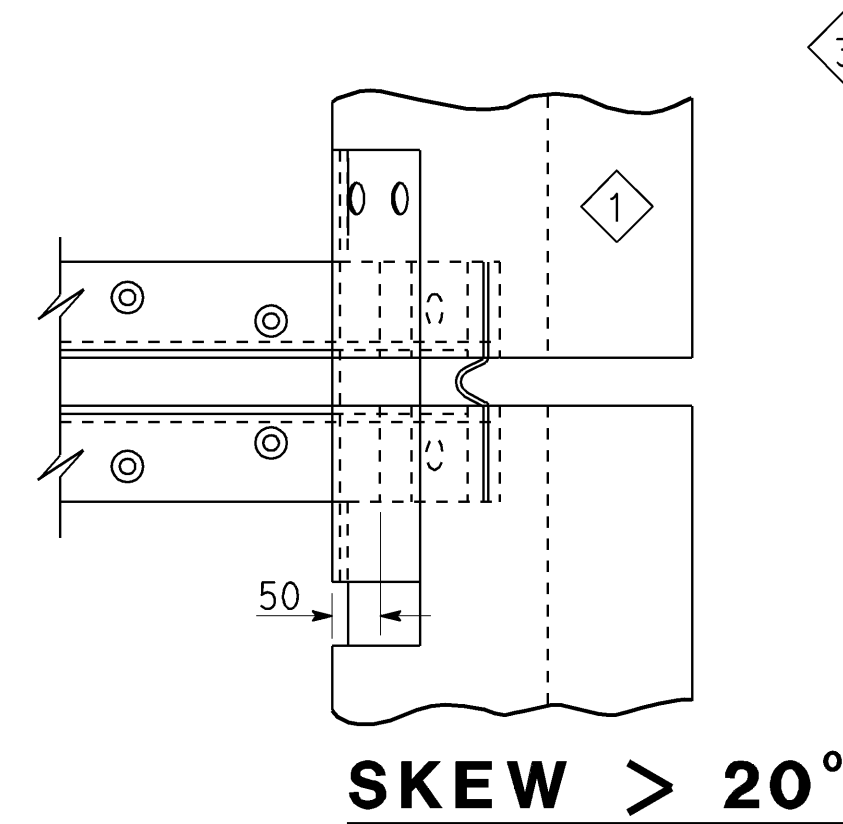
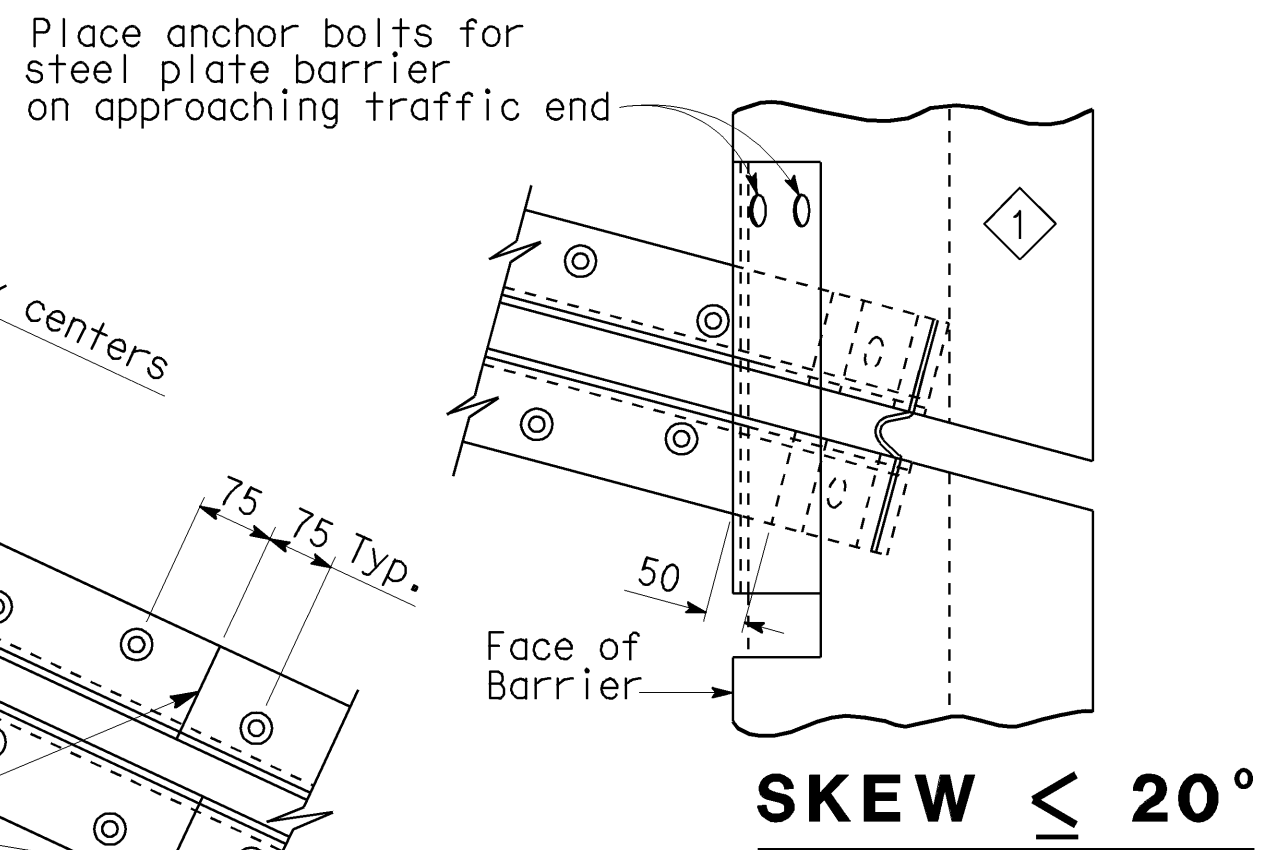
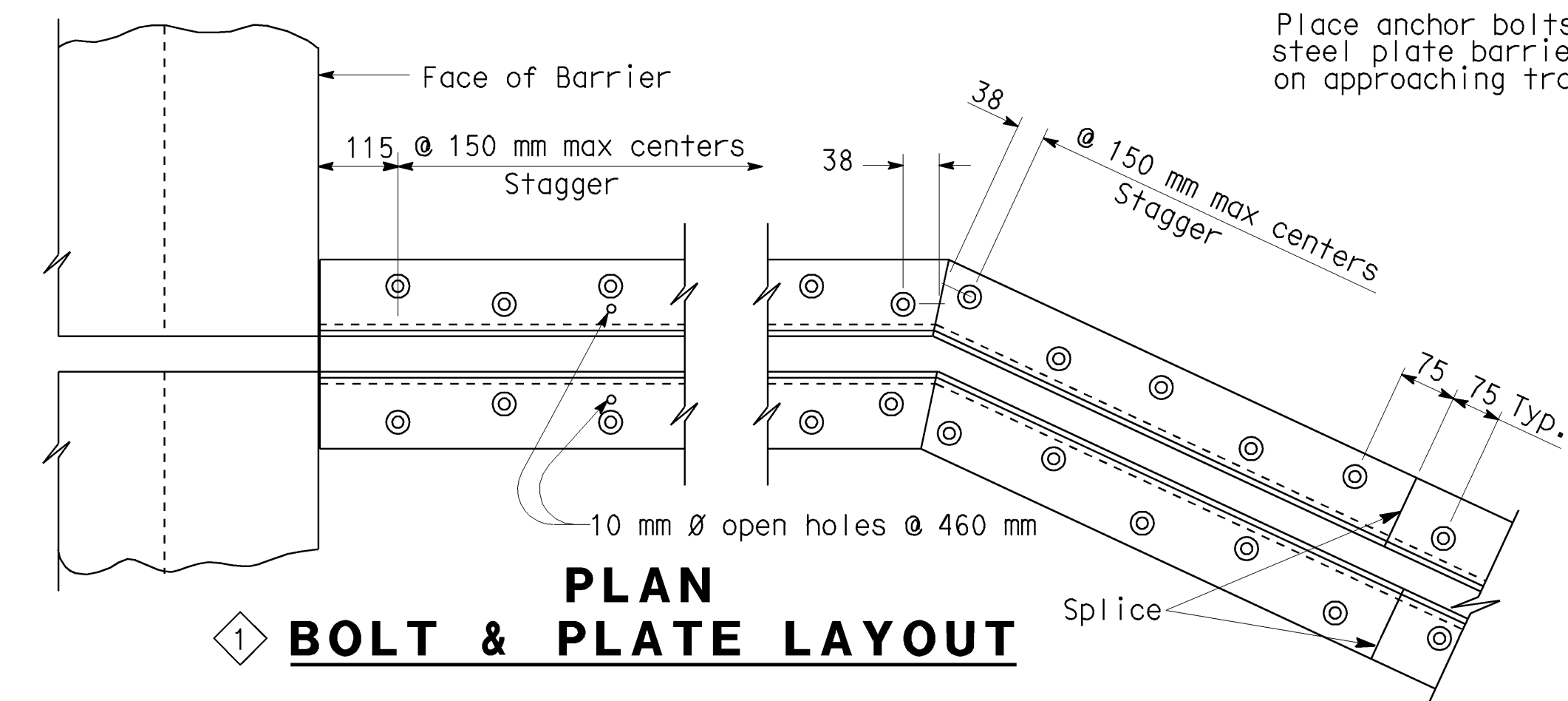
EXISTING STRUCTURE APPROACH | **NEW CONST.**

- ### **NOTES:**
1. For details not shown or noted, see JOINT SEAL DETAIL NO.2 sheet.
Adjust bar reinforcement to clear a sawcut for sealed joint, when required.
 2. Space to avoid existing prestress anchorages and main reinforcement.
 3. Longitudinal construction joints, when permitted by the Engineer, shall be located on lane lines.
 4. Transverse contact joint shall be a minimum of 1.5 m from an existing or constructed weakened plane joint.
 5. For transverse contact joint with new PCC paving, refer to Standard Plan P10.
 6. Couplers are required for stage construction.
 7. End angle at beginning of barrier transition, end of wingwall or end of structure approach as applicable.

ALL DIMENSIONS ARE IN
MILLIMETERS UNLESS OTHERWISE SHOWN

NO SCALE

STANDARD DRAWING					① Detail Modified ③ Note Added ⑤ Note Deleted		STATE OF CALIFORNIA		DIVISION OF MAINTENANCE		BRIDGE NO.	ROUTES 87 & 280 BRIDGES											
RELEASE DATE 3/14/05		DESIGN BY M. TRAFFALIS	CHECKED E. THORKILDSEN		RELEASED BY 	② Note Modified ④ Detail Deleted		CALIFORNIA		STRUCTURE MAINTENANCE		Various											
FILE NO. xs3-140		DETAILS BY R. YEE	CHECKED E. THORKILDSEN		OFFICE CHIEF			DEPARTMENT OF TRANSPORTATION		DESIGN		KILOMETER POST	STRUCTURE APPROACH TYPE R(9D)										
		SUBMITTED BY M. HA	DRAWING DATE 8/92									Varies											
DS OSD 2147A (METRIC) (REV. 2/25/97)																							
												ORIGINAL SCALE IN MILLIMETERS FOR REDUCED PLANS 0 10 20 30 40 50 60 70 80 90 100											
CU 04230 EA 272011								DISREGARD PRINTS BEARING EARLIER REVISION DATES		BEARING DATES		REVISION DATES (PRELIMINARY STAGE ONLY) 5-18-05 6-2-05 9-28-05 9-30-05										SHEET	OF
																						16	16



NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.



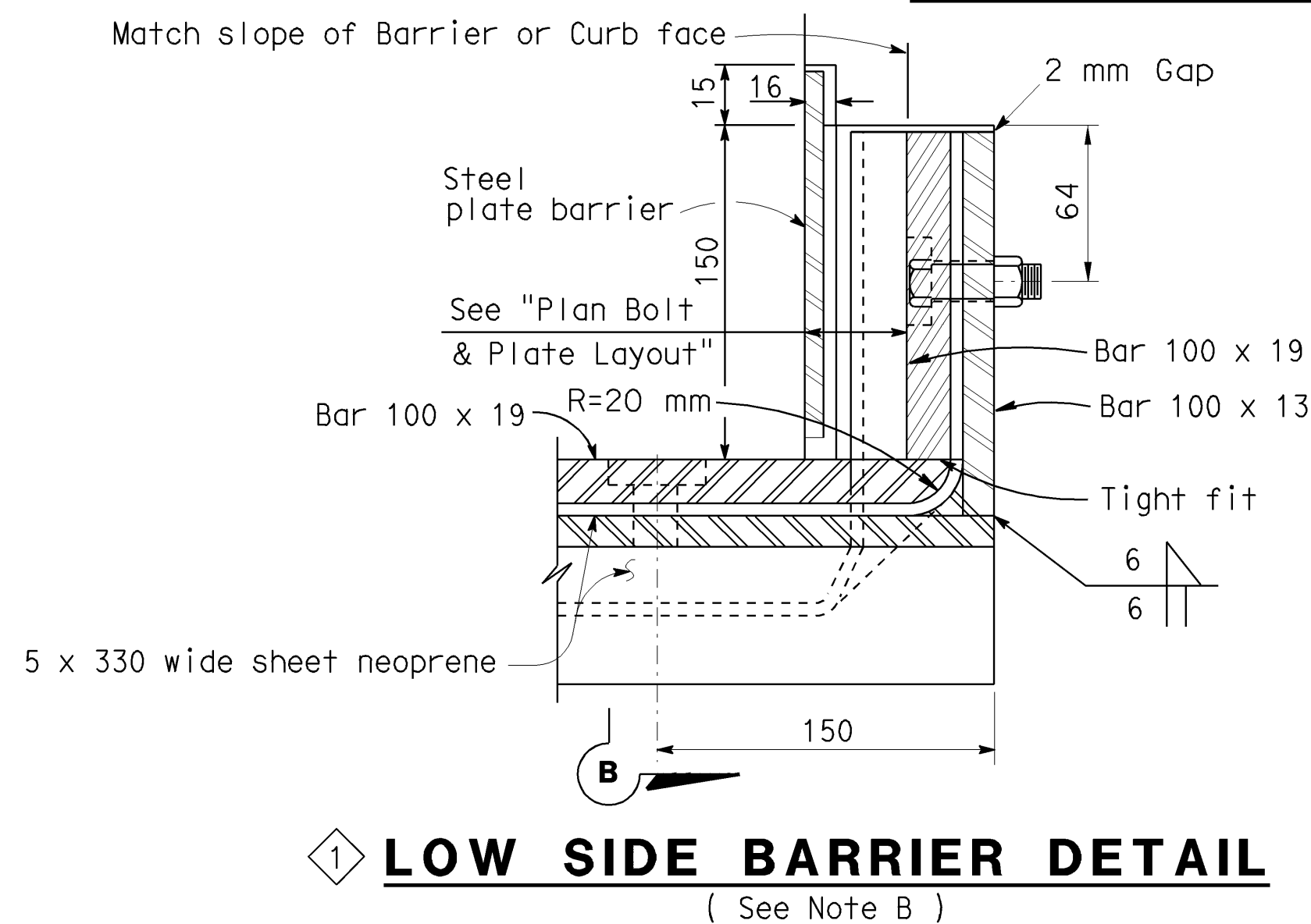
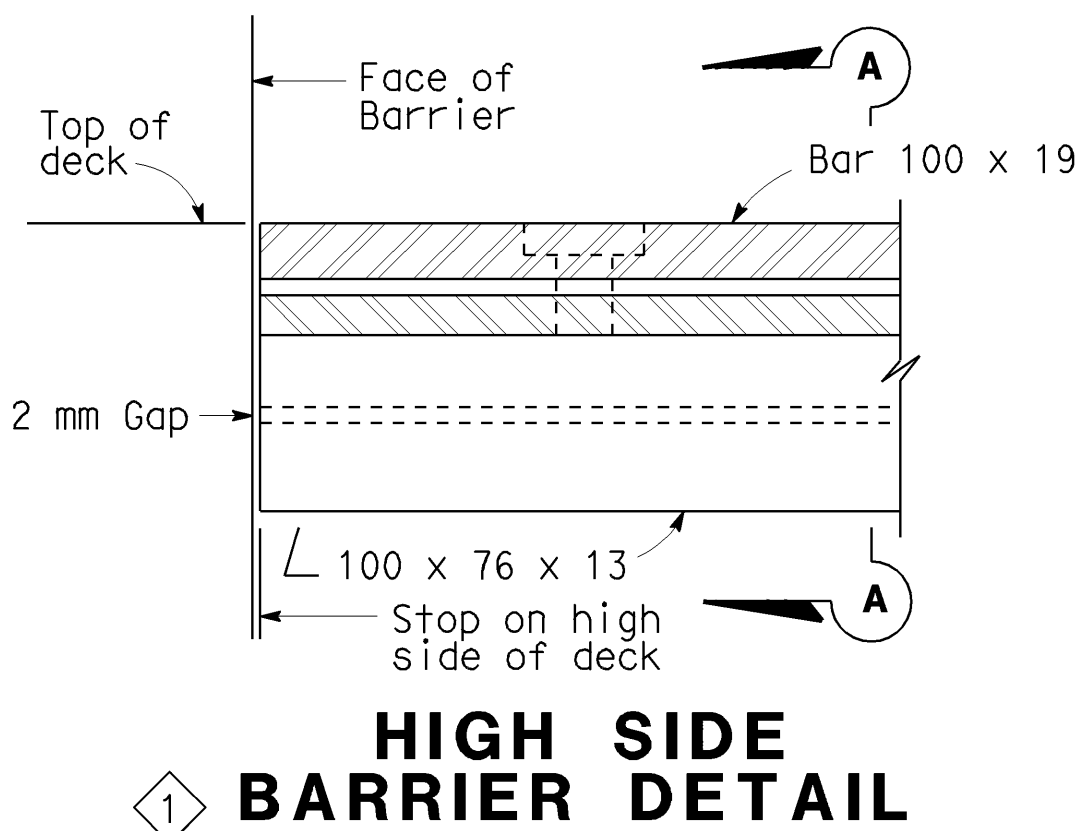
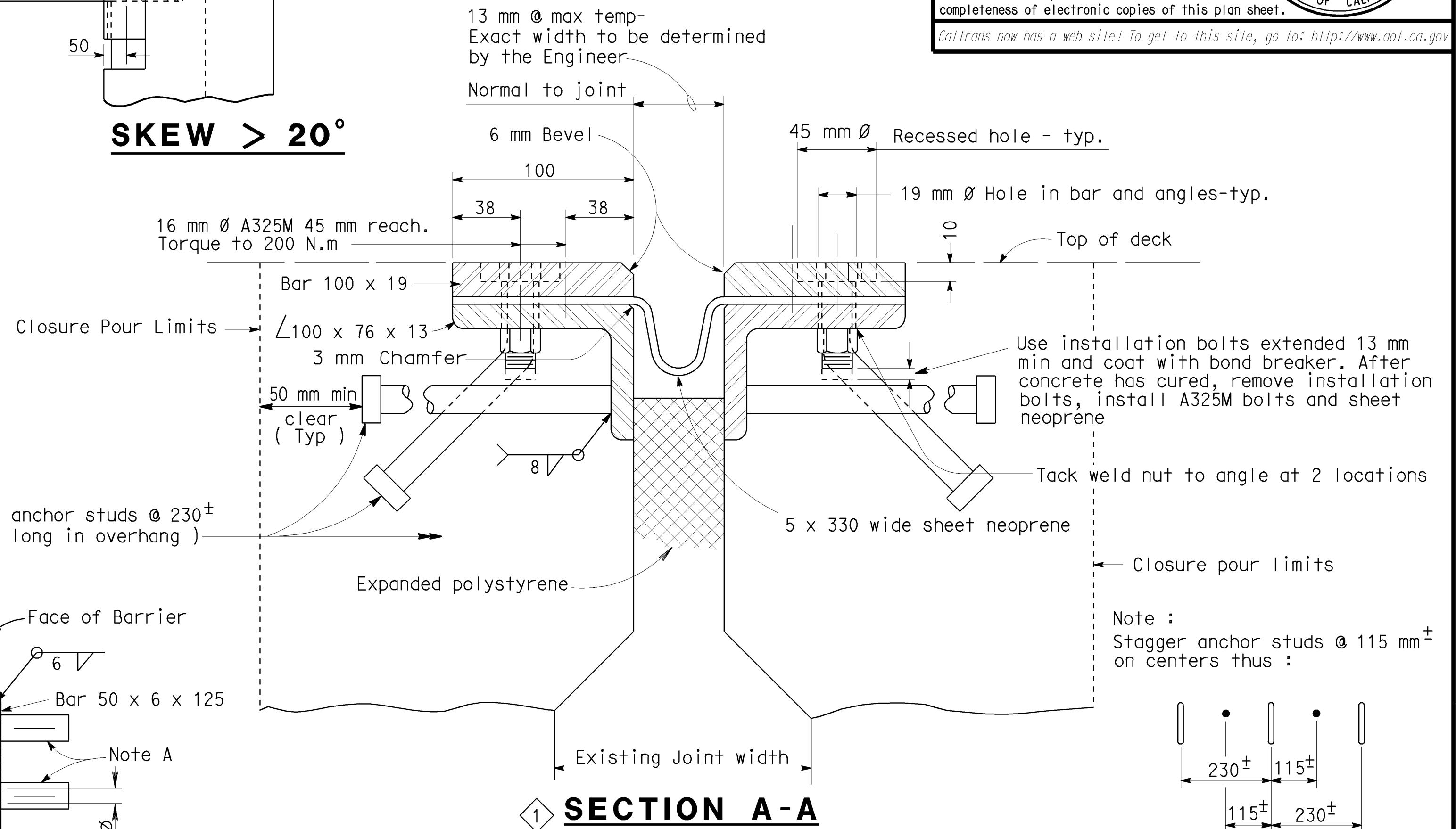
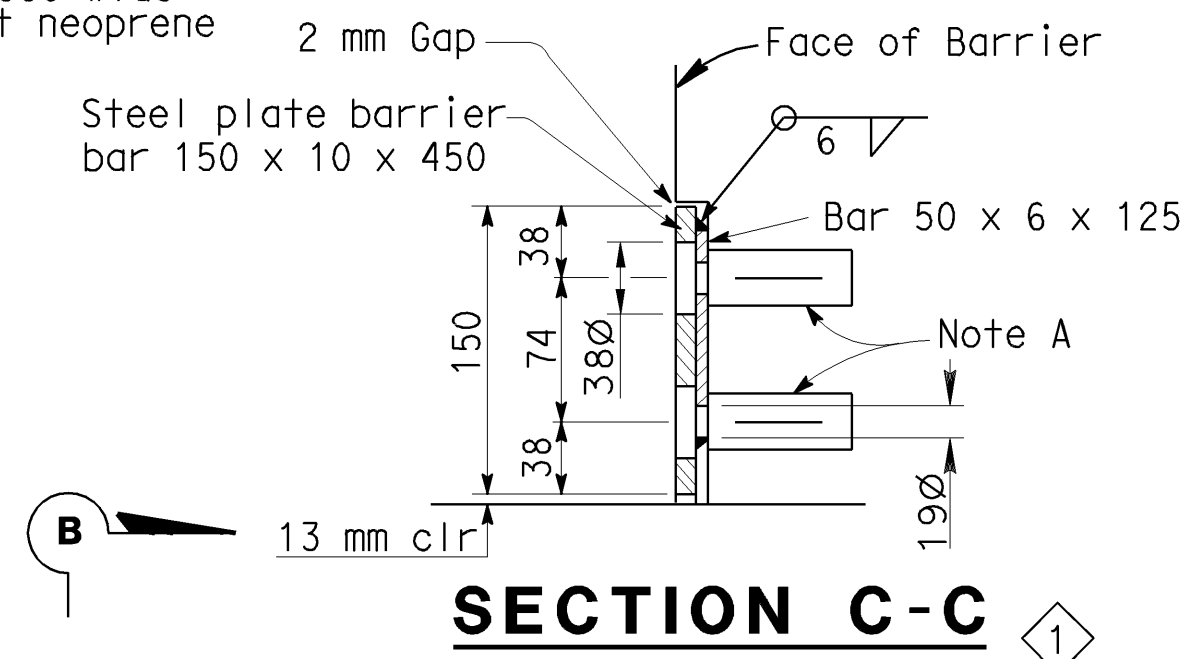
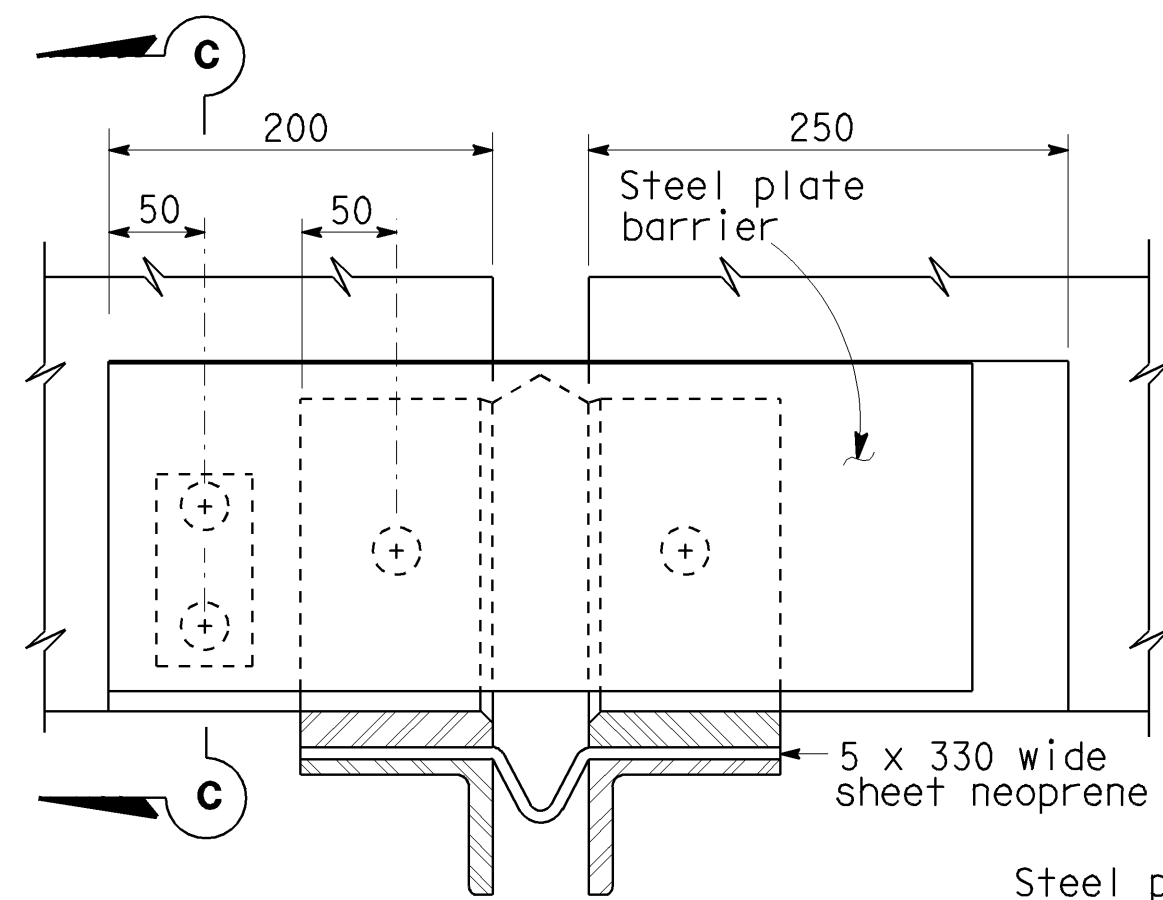
DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	280	R3.5/8.2	190	191

Thomas J. Bolla 9-30-05
REGISTERED ENGINEER - CIVIL

11-28-05
PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER
THOMAS J. BOLLA
No. C 43811
Exp. 6-30-07
CIVIL
STATE OF CALIFORNIA



NOTES: Full penetration butt welds may be substituted for fillet welds on all anchor studs.
Alternate types of anchor studs may be permitted subject to the approval by the Engineer.

2 Joint seal assembly to be used in conjunction with closure pour. (See DETAIL 2 on JOINT RECONSTRUCTION DETAILS NO.2 sheet for limits.)

2 Use joint at crown of roadway, at any change in transverse slope in deck and at changes in horizontal direction. Place other joints at or near lane lines or lane centerline. All metal parts to be painted or galvanized after fabrication.

Sheet neoprene shall be fabricated in one continuous piece or joints shall be vulcanized. Neoprene shall be fabricated to bend around corners. 25 mm holes in neoprene sheets shall be drilled or punched so that the neoprene is not distorted at the time of installation.

NOTE A

Insert assembly or expansion anchorage for 16 x 45 A325M bolt.

NOTE B

2 Use the LOW SIDE BARRIER DETAIL at both sides if the roadway is crowned or if the difference in elevation between the ends of the seal is 150 mm or less.

NO SCALE

ALL DIMENSIONS ARE IN
MILLIMETERS UNLESS OTHERWISE SHOWN

STANDARD DRAWING					
RELEASE DATE	4/1/97	DESIGN BY	H. HERR	CHECKED	R. LACALLE
FILE NO.	xs8-010	DETAILS BY	R. YEE	CHECKED	R. LACALLE
		SUBMITTED BY	C.W. PURKISS	DRAWING DATE	9/93
				OFFICE CHIEF	

1	Detail Modified	3	Note Added
2	Note Modified	4	Detail Deleted

STATE OF
CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF MAINTENANCE
STRUCTURE MAINTENANCE
DESIGN

BRIDGE NO.
Various
KILOMETER POST
Varies

ROUTES 87 & 280 BRIDGES
JOINT SEAL ASSEMBLY
(MAXIMUM MOVEMENT RATING = 100 mm)

DS OSD 2147A (METRIC) (REV. 2/25/97)

ORIGINAL SCALE IN MILLIMETERS
FOR REDUCED PLANS

CU 04230
EA 272011


DISREGARD PRINTS BEARING
EARLIER REVISION DATES

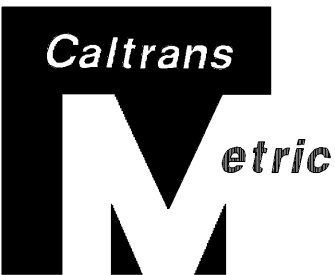
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5-19-05 6-2-05 9-28-05 9-30-05

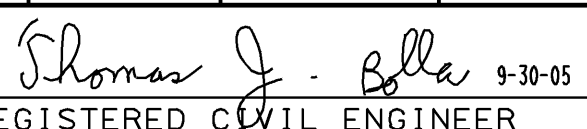
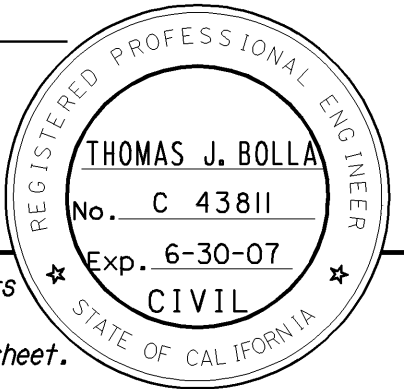
SHEET OF
15 16

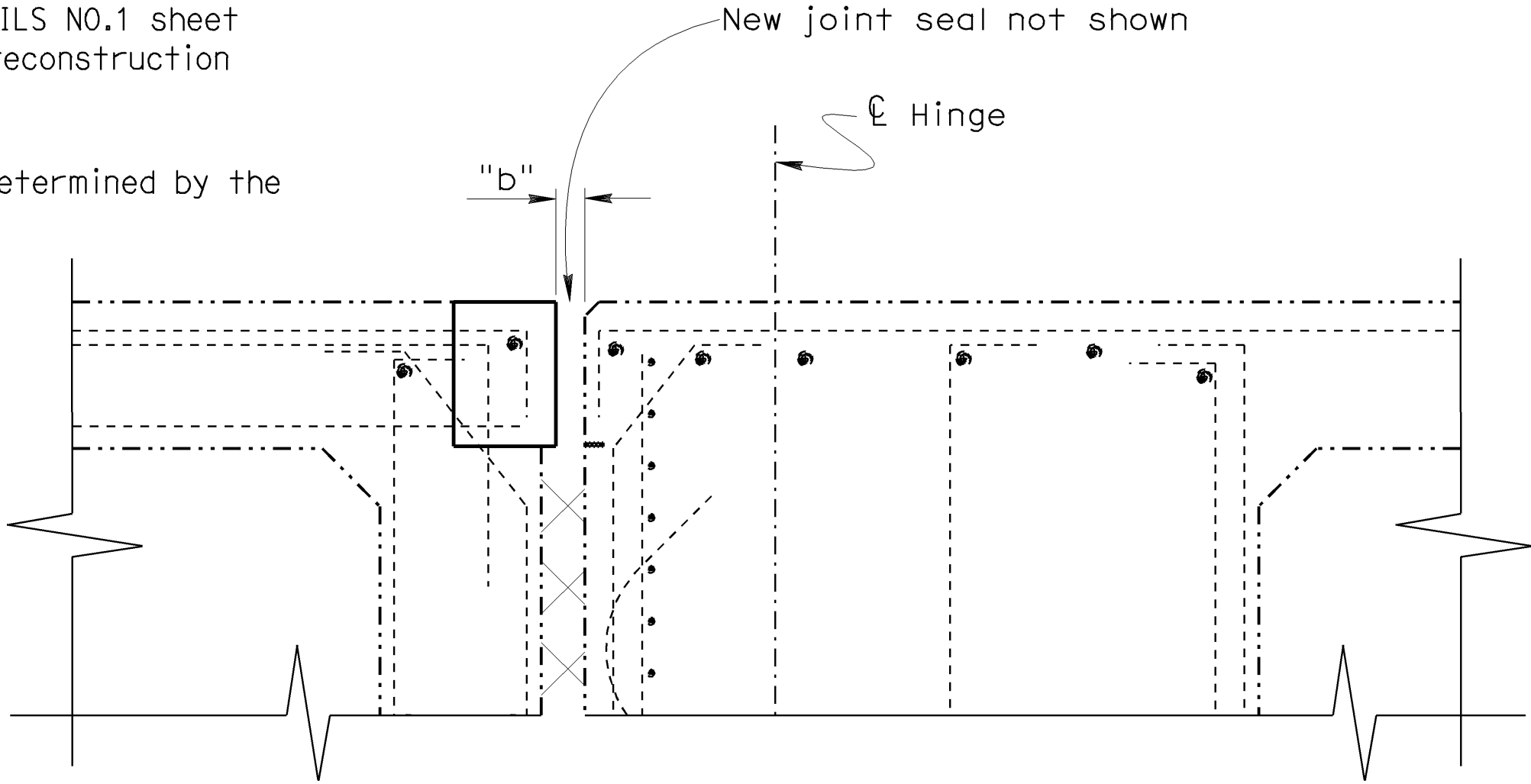
NOTES:

- Indicates existing.
-  Indicates limits of remove existing joint seal, waterstop and concrete. Retain existing reinforcing steel and reposition as required. See DECK OVERHANG DETAILS on JOINT RECONSTRUCTION DETAILS NO.1 sheet for deck overhang reconstruction details.
- "b" Exact width to be determined by the Engineer.

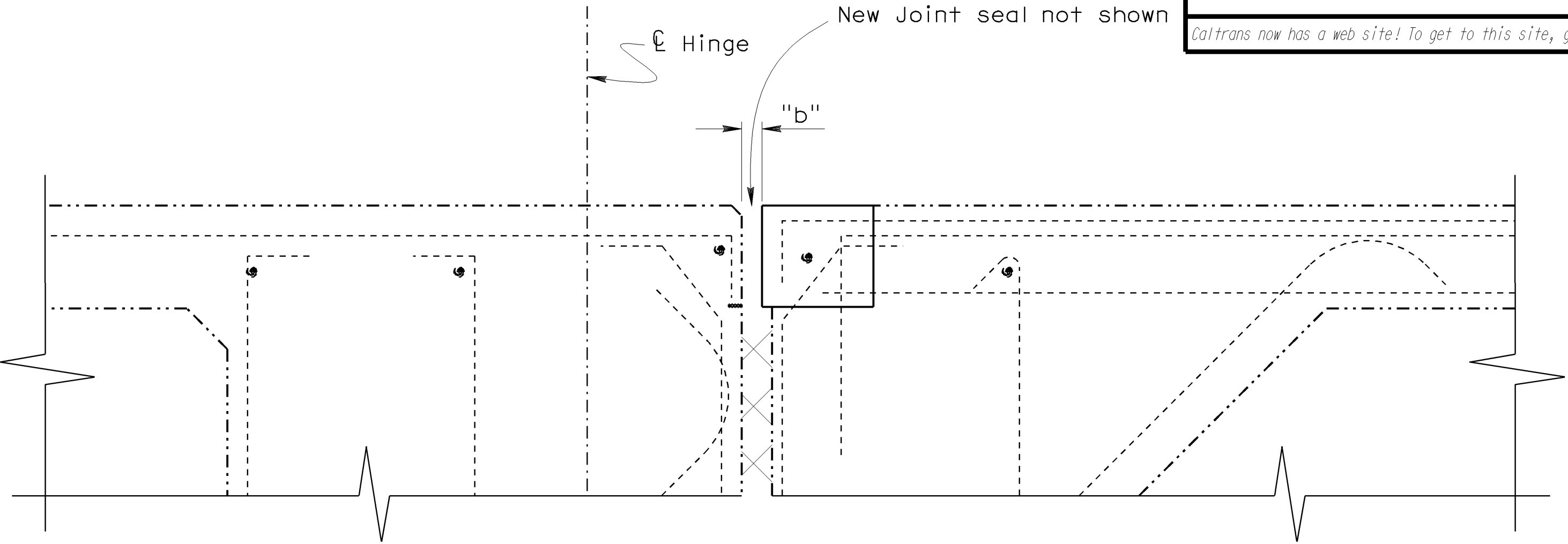


DIST	COUNTY	ROUTE	KILOMETER TOTAL PROJECT	POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
04	SCI	280	R3.5/8.2		189	191

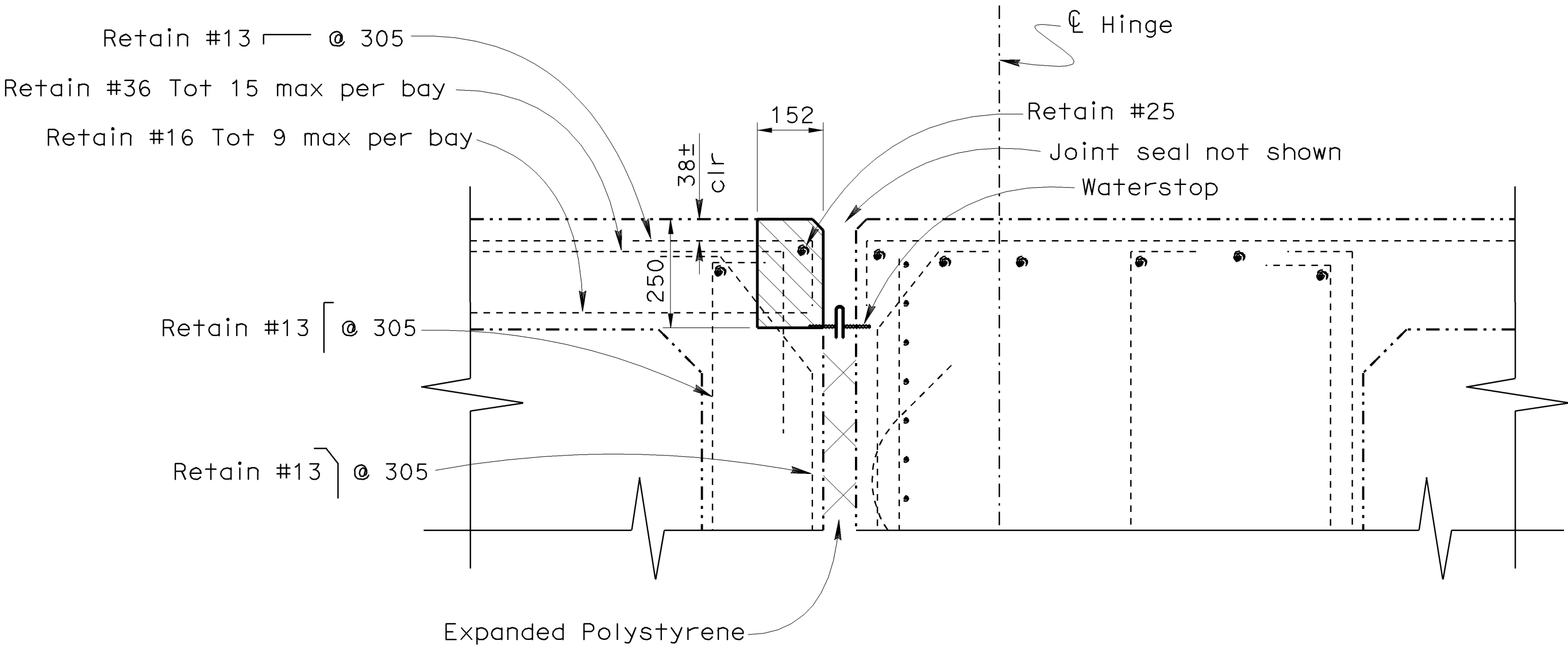

REGISTERED CIVIL ENGINEER
11-28-05
PLANS APPROVAL DATE
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

Caltrans now has a web site! To get to this site, go to: <http://www.dot.ca.gov>



RECONSTRUCTION



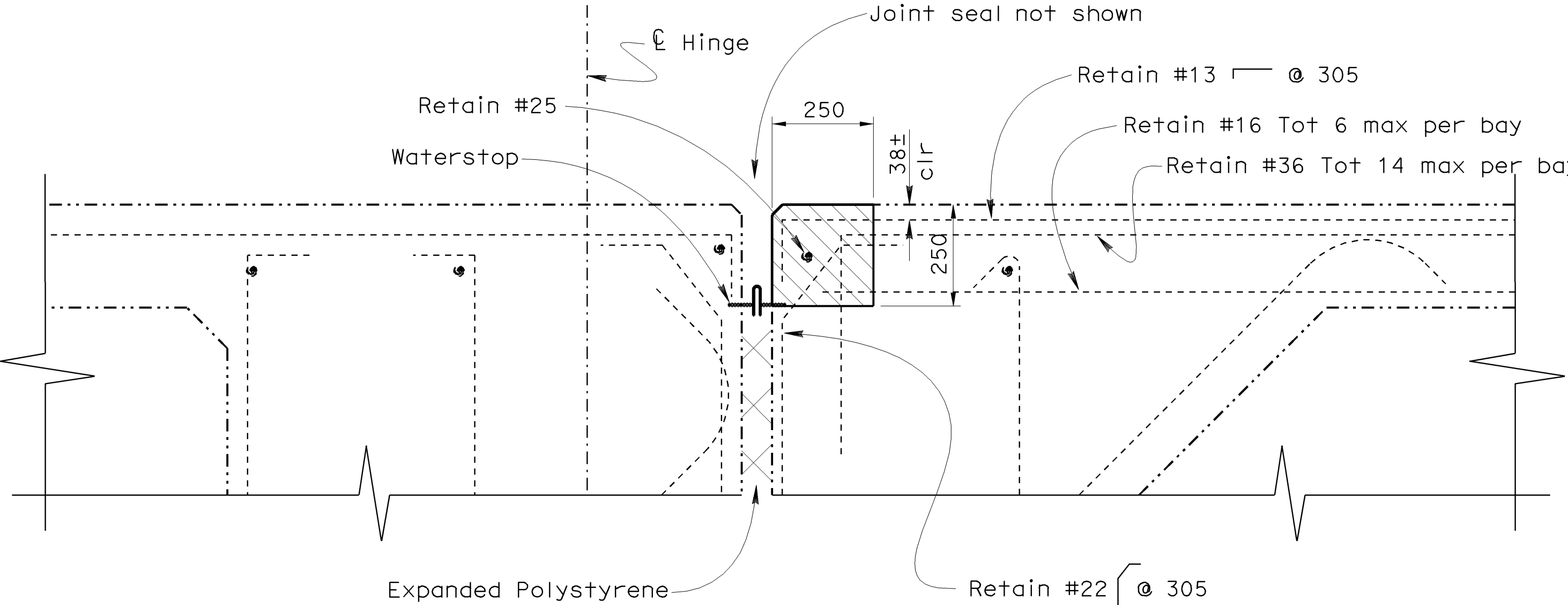
RECONSTRUCTION



EXISTING
DETAIL 4

1:10

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.



EXISTING
DETAIL 5

1:10

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

DESIGN	BY T.Bolla	CHECKED Rangina Amir
DETAILS	BY Norm Kelley	CHECKED Rangina Amir
QUANTITIES	BY T.Bolla	CHECKED Rangina Amir

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF MAINTENANCE
STRUCTURE MAINTENANCE DESIGN

BRIDGE NO.	Various
KILOMETER POST	Varies

ROUTES 87 & 280 BRIDGES
JOINT RECONSTRUCTION DETAILS NO.3

CU 04230
EA 272011

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES (PRELIMINARY STAGE ONLY)

4-14-05 5-19-05 6-2-05 9-28-05 9-30-05

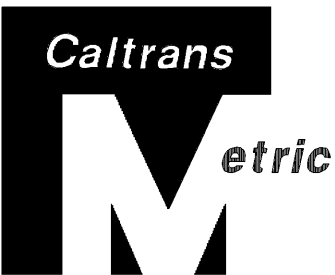
SHEET 14 OF 16

NOTES:

----- Indicates existing.

Indicates limits of remove existing joint seal, waterstop and concrete. Retain existing reinforcing steel and reposition as required. See DECK OVERHANG DETAILS on JOINT RECONSTRUCTION DETAILS NO.1 sheet for deck overhang reconstruction details.

"b" Exact width to be determined by the Engineer.



DIST	COUNTY	ROUTE	KILOMETER TOTAL PROJECT	POST	SHEET No	TOTAL SHEETS
04	SCI	280	R3.5/8.2		188	191

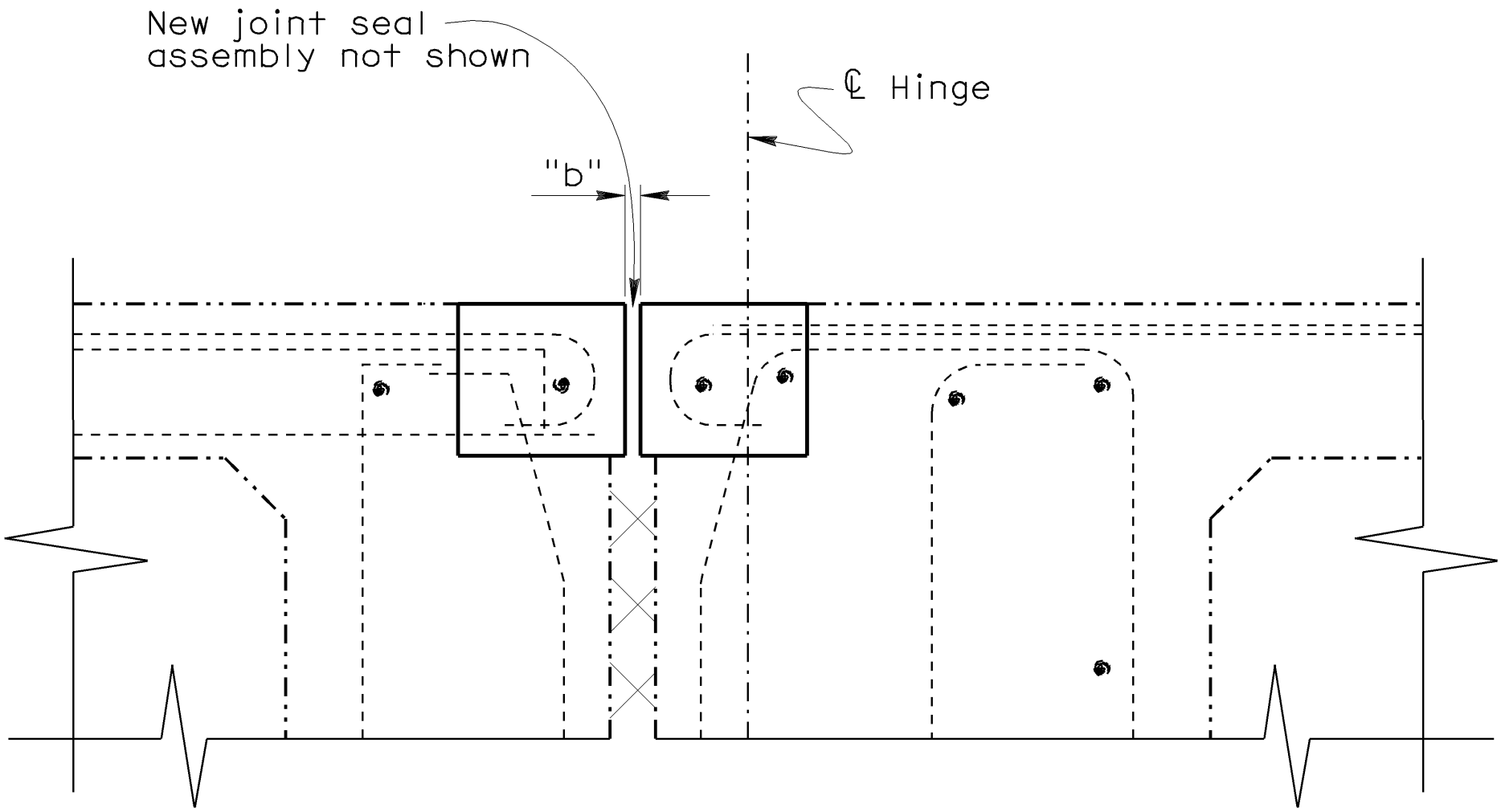
Thomas J. Bolla 9-30-05
REGISTERED CIVIL ENGINEER

11-28-05
PLANS APPROVAL DATE

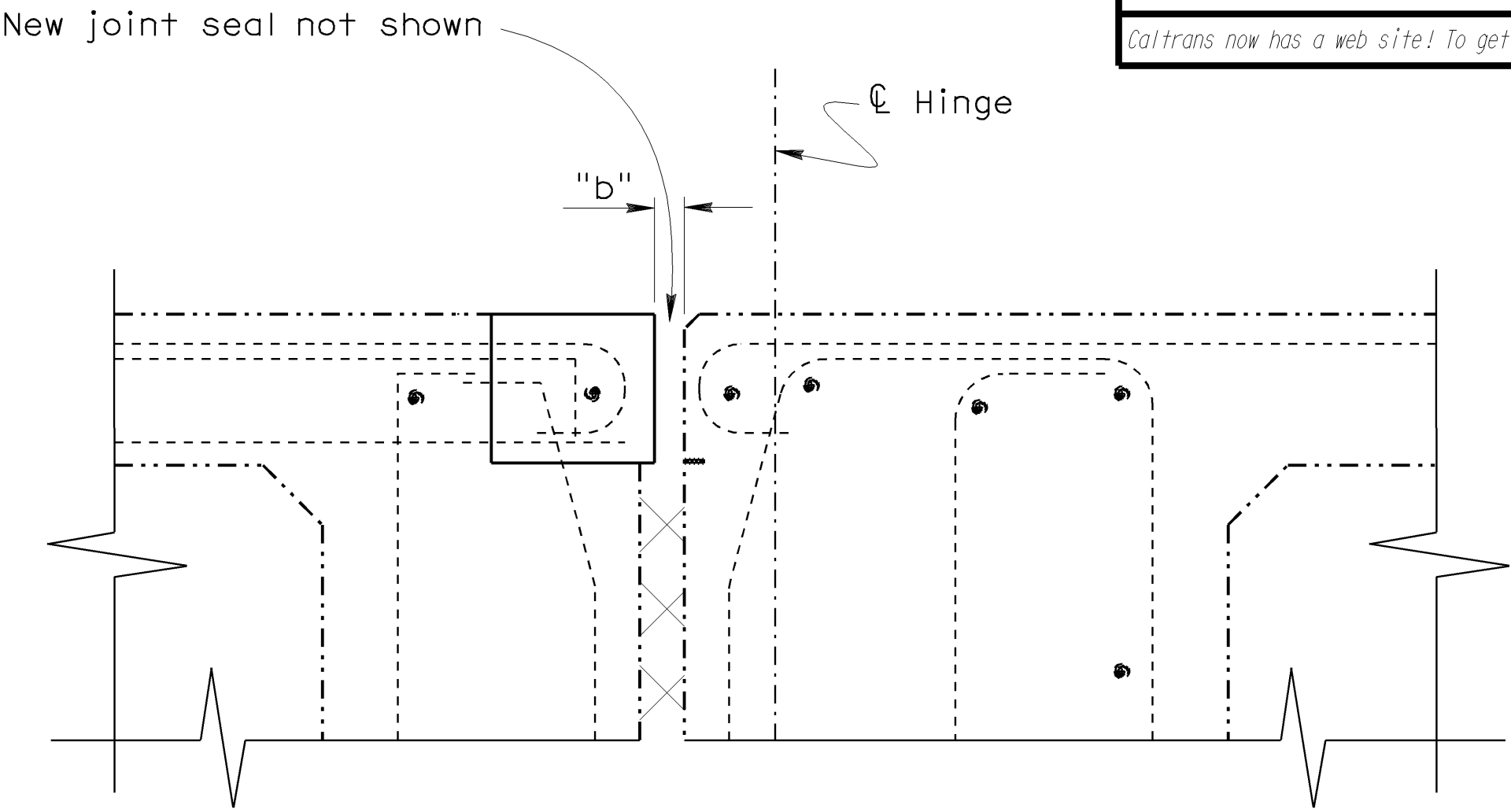
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Caltrans now has a web site! To get to this site, go to: <http://www.dot.ca.gov>

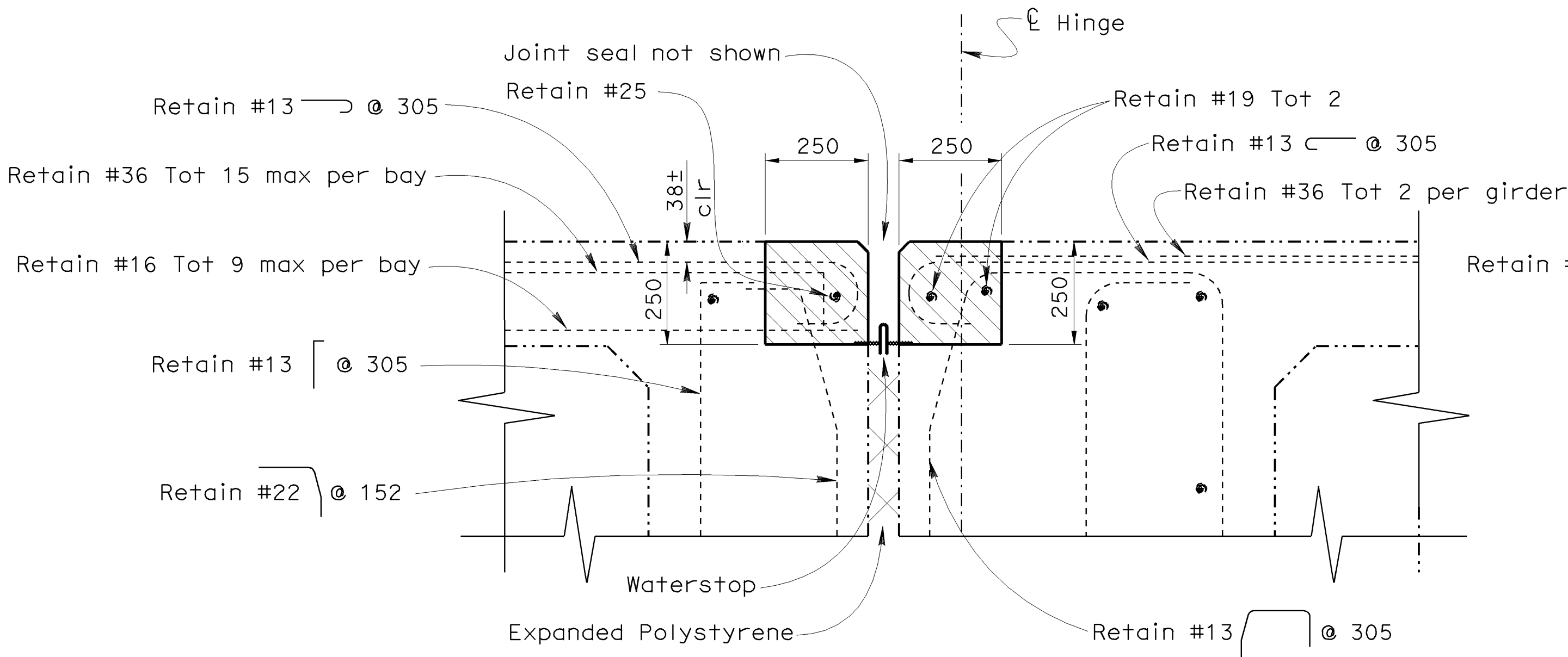
REGISTERED PROFESSIONAL ENGINEER
THOMAS J. BOLLA
No. C 43811
Exp. 6-30-07
CIVIL
STATE OF CALIFORNIA



RECONSTRUCTION



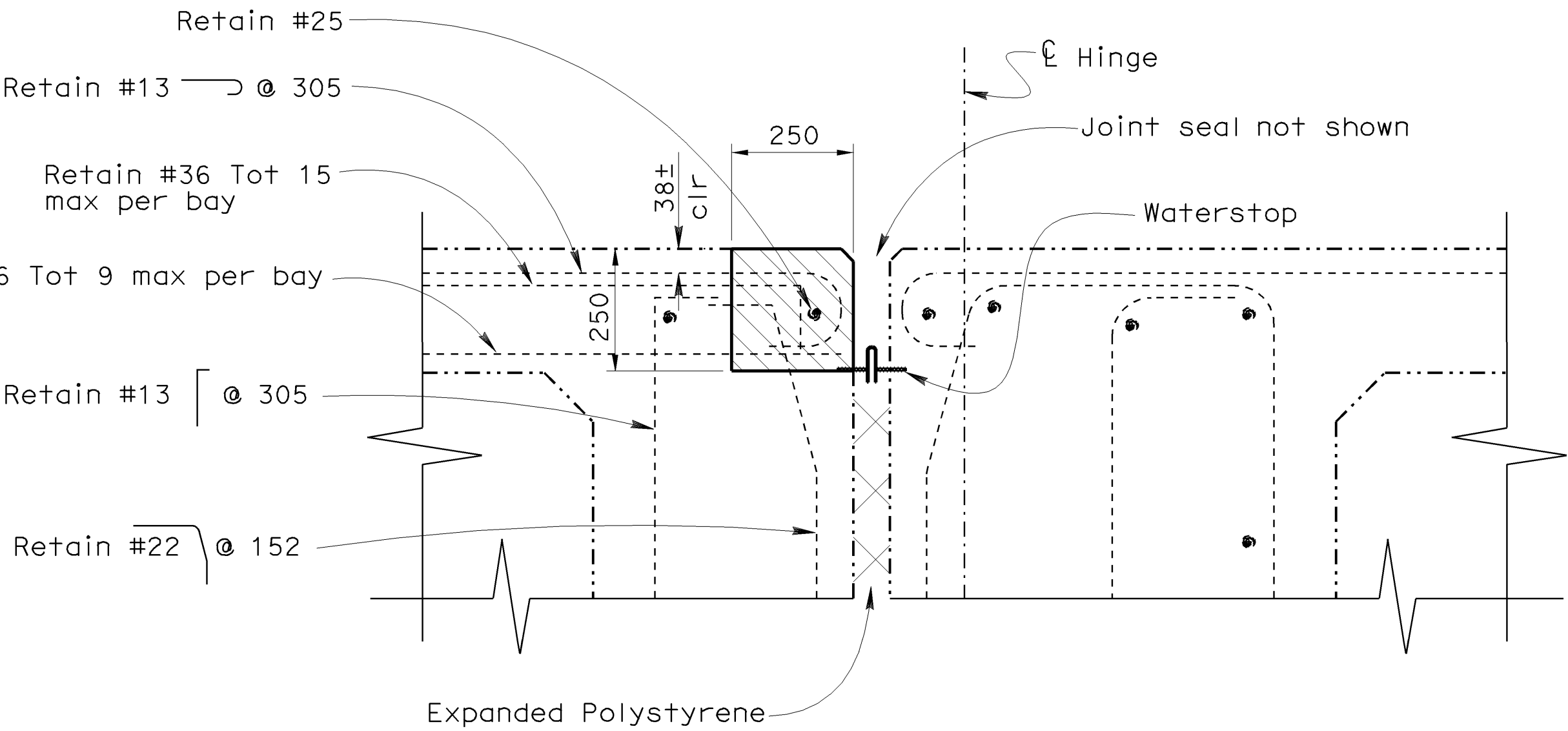
RECONSTRUCTION



EXISTING
DETAIL 2

1:10

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.



EXISTING
DETAIL 3

1:10

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

DESIGN	BY T.Bolla	CHECKED Rangina Amir
DETAILS	BY Norm Kelley	CHECKED Rangina Amir
QUANTITIES	BY T.Bolla	CHECKED Rangina Amir

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF MAINTENANCE
STRUCTURE MAINTENANCE DESIGN

BRIDGE NO.
Various
KILOMETER POST
Varies

ROUTES 87 & 280 BRIDGES
JOINT RECONSTRUCTION DETAILS NO.2

CU 04230
EA 272011

DISREGARD PRINTS BEARING
EARLIER REVISION DATES

REVISION DATES (PRELIMINARY STAGE ONLY)										SHEET	OF
5-19-05	6-2-05	9-28-05	9-30-05							13	16

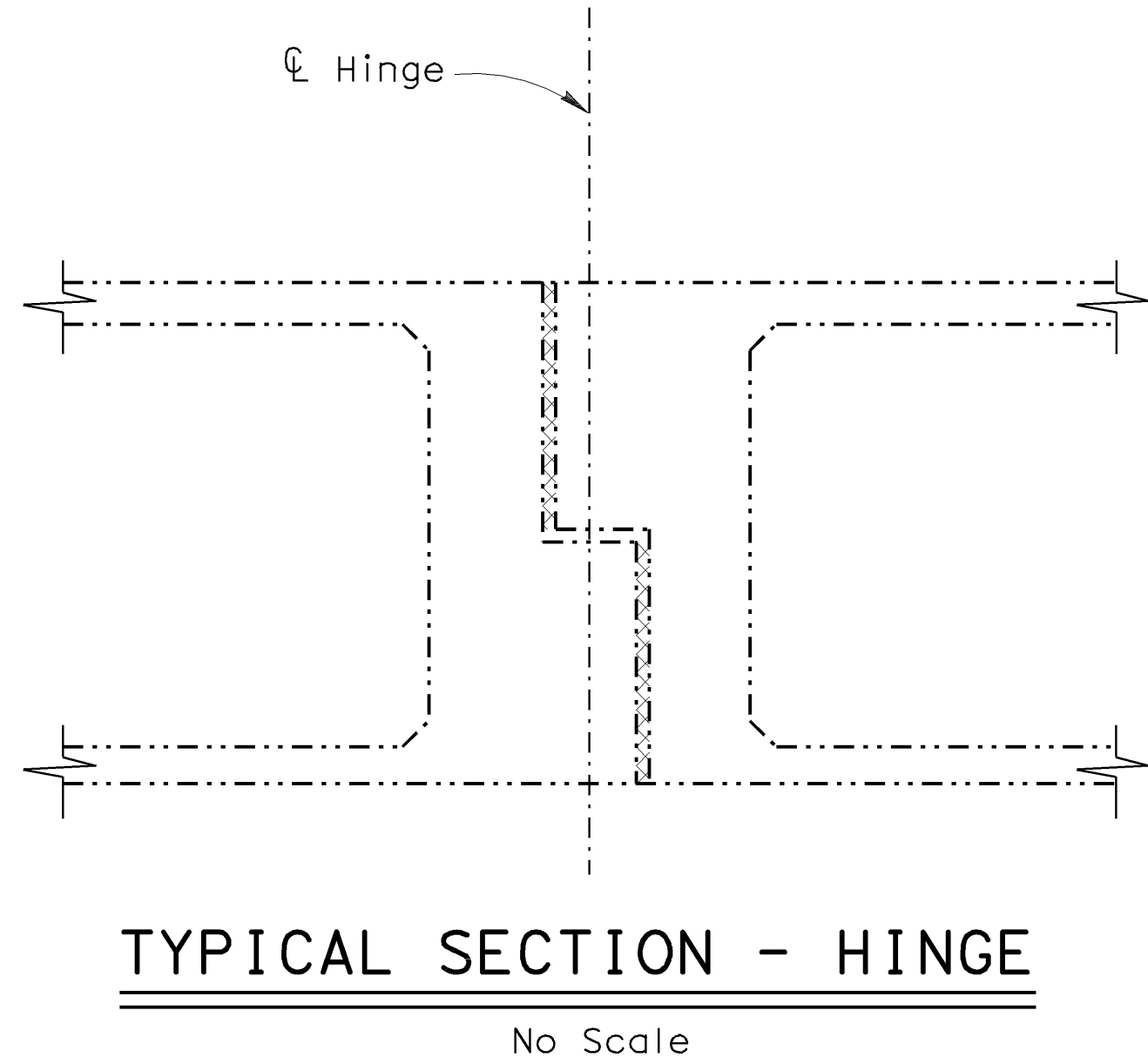
NOTES:

----- Indicates existing.

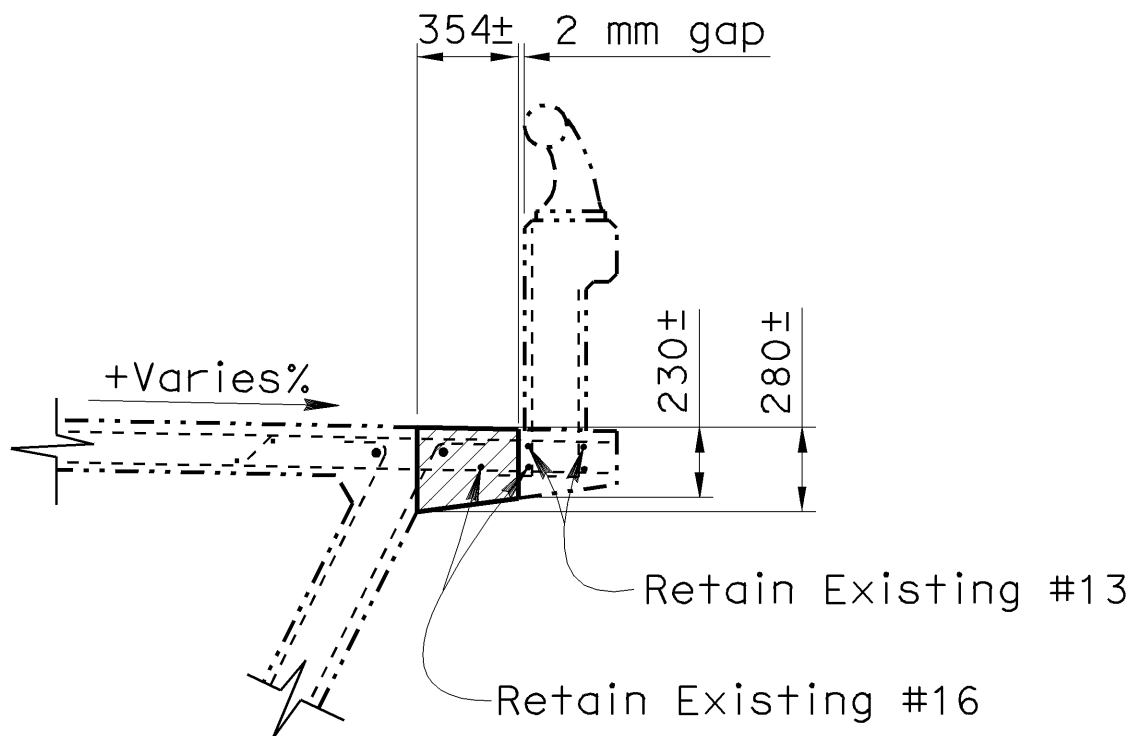
Indicates limits of remove existing joint seal, waterstop and concrete. Retain existing reinforcing steel and reposition as required. See DECK OVERHANG DETAILS for deck overhang reconstruction details.

Indicates limits of remove existing joint seal, waterstop and concrete. Retain existing reinforcing steel and reposition as required. Place new joint seal and Portland Cement Concrete.

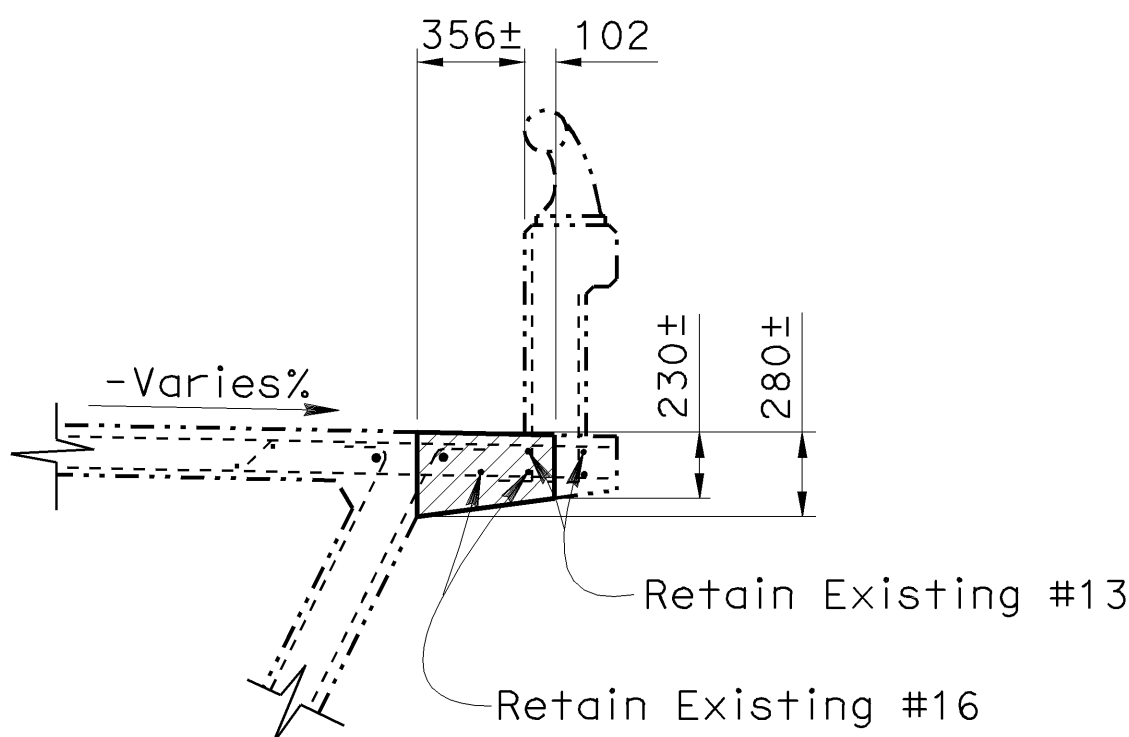
"b" Exact width to be determined by the Engineer.



NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.



HIGH SIDE



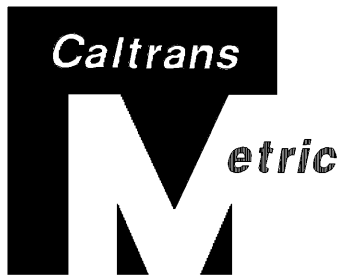
LOW SIDE

DECK OVERHANG DETAILS

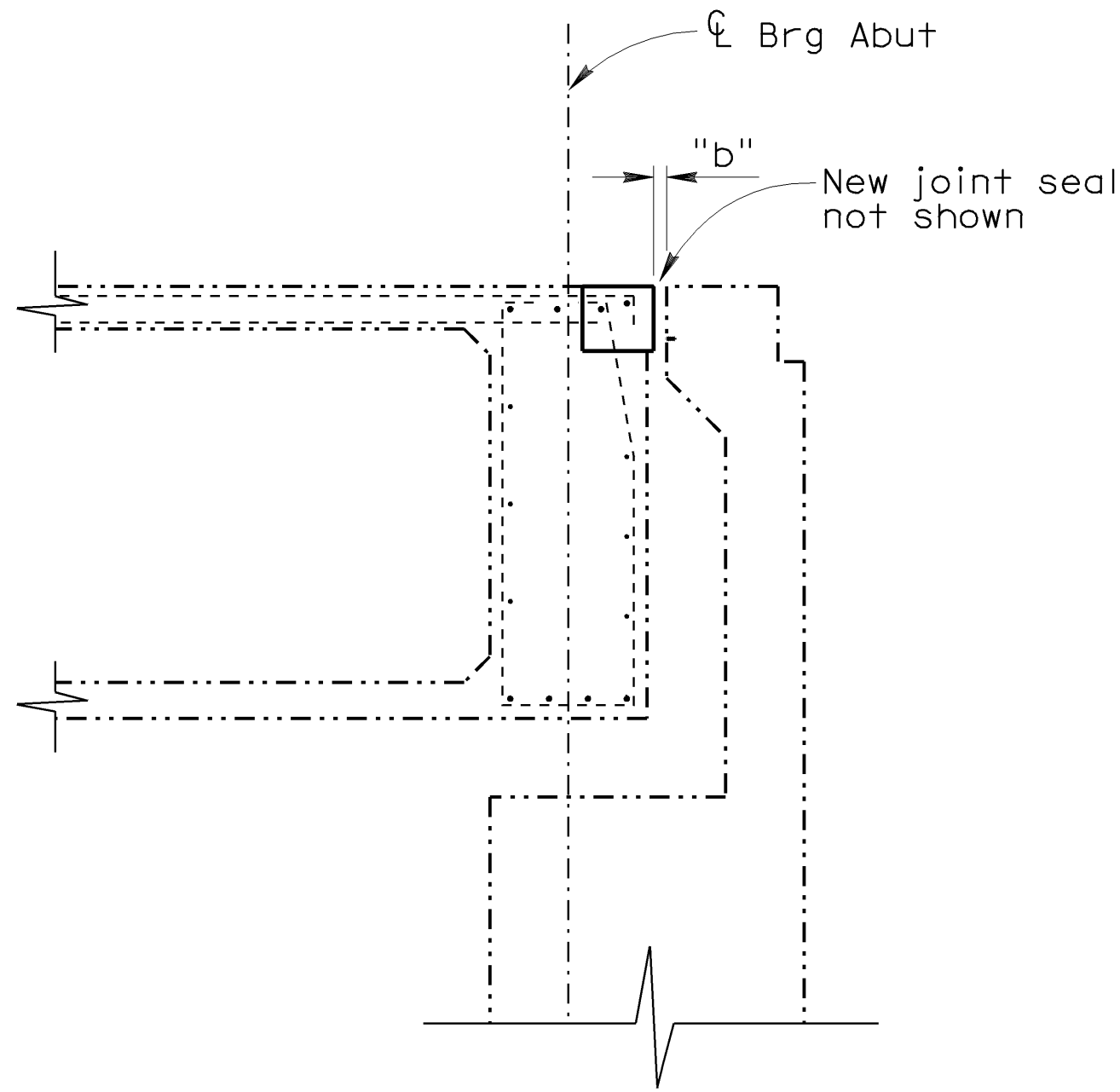
1:25

Note:

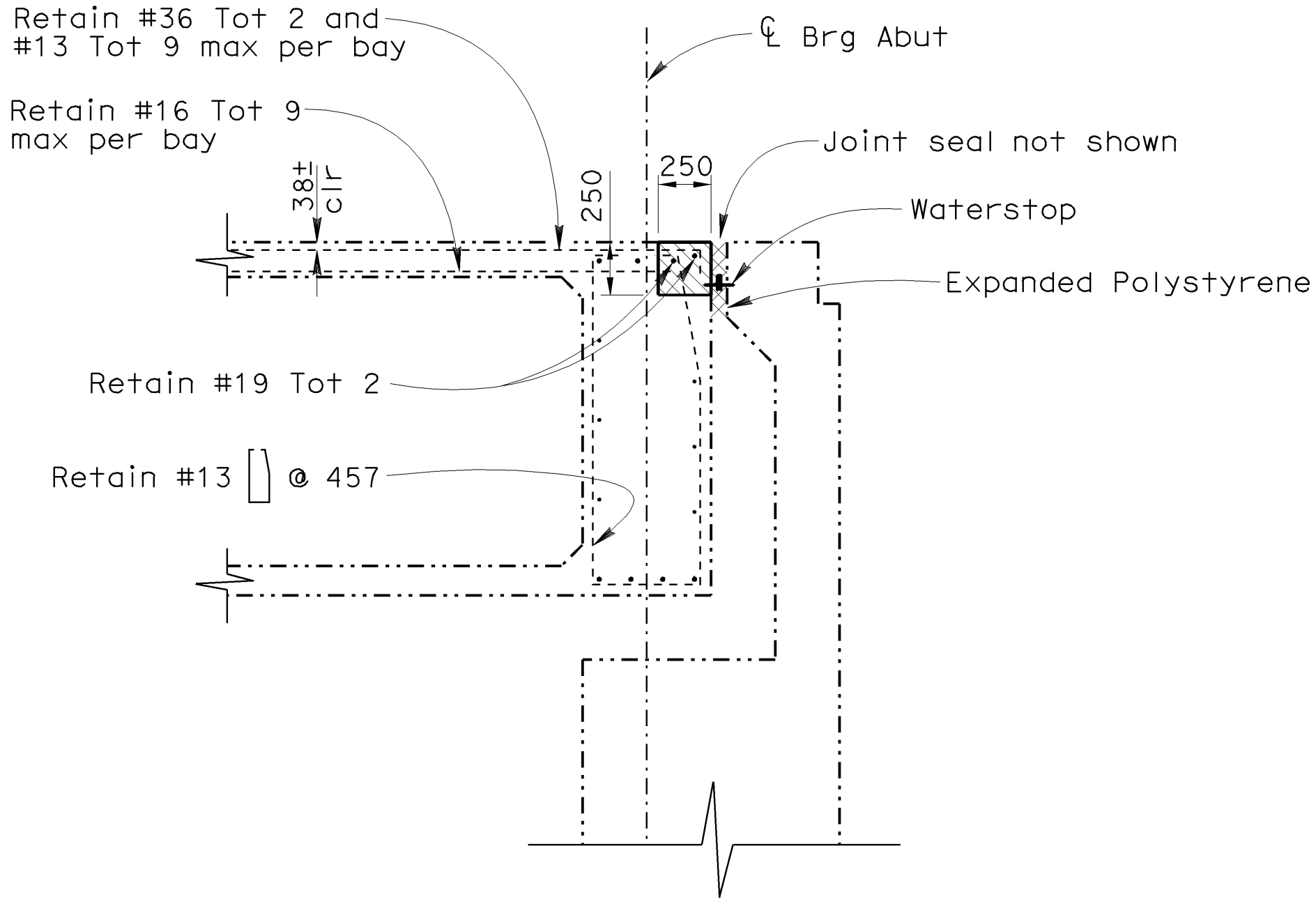
See DETAIL 1 thru DETAIL 5 for existing reinforcing steel and concrete removal and reconstruction limits.



DIST	COUNTY	ROUTE	KILOMETER TOTAL PROJECT	POST PROJECT	SHEET No	TOTAL SHEETS
04	SCI	280	R3.5/8.2		187	191
<div>Thomas J. Bolla 9-30-05 REGISTERED CIVIL ENGINEER</div> <div>11-28-05 PLANS APPROVAL DATE</div> <div>The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.</div> <div>Caltrans now has a web site! To get to this site, go to: http://www.dot.ca.gov</div>						
<div>REGISTERED PROFESSIONAL ENGINEER</div> <div>THOMAS J. BOLLA</div> <div>No. C 43811</div> <div>Exp. 6-30-07</div> <div>CIVIL</div> <div>STATE OF CALIFORNIA</div>						



RECONSTRUCTION



EXISTING

DETAIL 1

1:25

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

DESIGN	BY T.Bolla	CHECKED Rangina Amir
DETAILS	BY Norm Kelley	CHECKED Rangina Amir
QUANTITIES	BY T.Bolla	CHECKED Rangina Amir

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF MAINTENANCE
STRUCTURE MAINTENANCE DESIGN

BRIDGE NO.	Various
KILOMETER POST	Various

ROUTES 87 & 280 BRIDGES
JOINT RECONSTRUCTION DETAILS NO.1

STRUCTURE MAINTENANCE DESIGN GENERAL PLAN & DETAIL SHEET (METRIC) (REV. 15/10/01)

ORIGINAL SCALE IN MILLIMETERS FOR REDUCED PLANS

CU 04230
EA 272011

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES (PRELIMINARY STAGE ONLY)										SHEET	OF
5-28-05	6-2-05	9-28-05	9-30-05							12	16

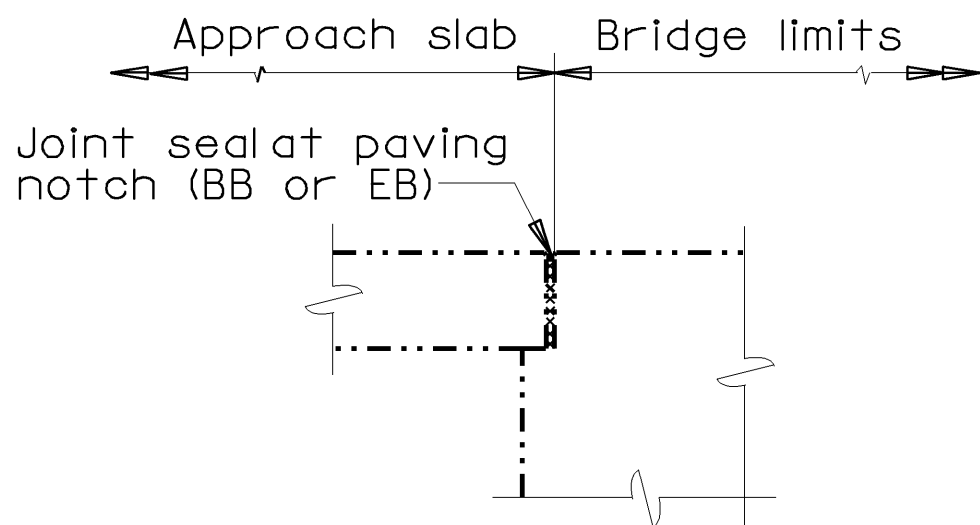
FILE => I_37_joint_rec_det1.dgn

JOINT SEAL TABLE							
BRIDGE NO.	LOCATION		MINIMUM "MR" (mm)	JOINT RECONSTRUCTION DETAIL	APPROXIMATE LENGTH (m)	EXISTING WATERSTOP	APPROX DEPTH TO CLEAN EXP JOINT (mm)
37-0265L	Abut 1	BB	30	————	21.9	No	292
	Abut 4	EB	30	————	24.2	No	292
37-0265R	Abut 1	BB	30	————	25.6	No	292
	Abut 4	EB	30	————	24.2	No	292
37-0263L	Abut 1	BB	15	————	21.6	No	292
	Abut 4	EB	15	————	21.4	No	292
37-0263R	Abut 1	BB	15	————	21.6	No	292
	Abut 4	EB	15	————	21.4	No	292
37-0262L	Abut 1	BB	15	————	21.4	No	292
	Abut 4	EB	15	————	21.4	No	292
37-0262R	Abut 1	BB	15	————	14.6	No	292
	Abut 4	EB	15	————	14.6	No	292
37-0262S	Abut 1	BB	15	————	7.4	No	292
	Abut 4	EB	15	————	7.4	No	292
37-0259S	Abut 1	BW	40	————	7.5	Yes	152
	Span 3	H	40	————	7.5	Yes	203
	Span 6	H	50	5	7.5	Yes	700
	Abut 8	BW	50	————	8.6	Yes	152

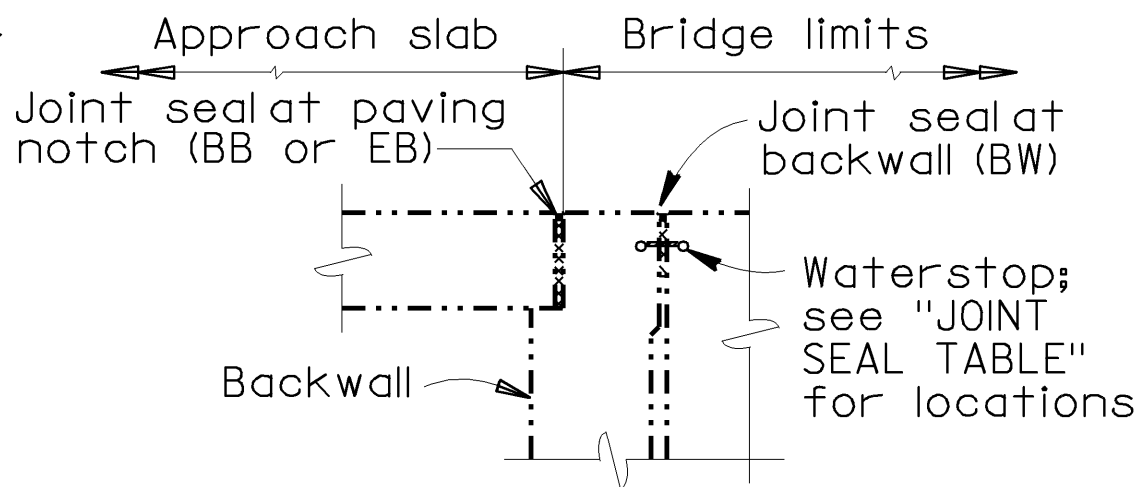
LEGEND: BW - Abutment backwall joint
BB - Paving notch at beginning of bridge
EB - Paving notch at end of bridge
H - Hinge joint

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

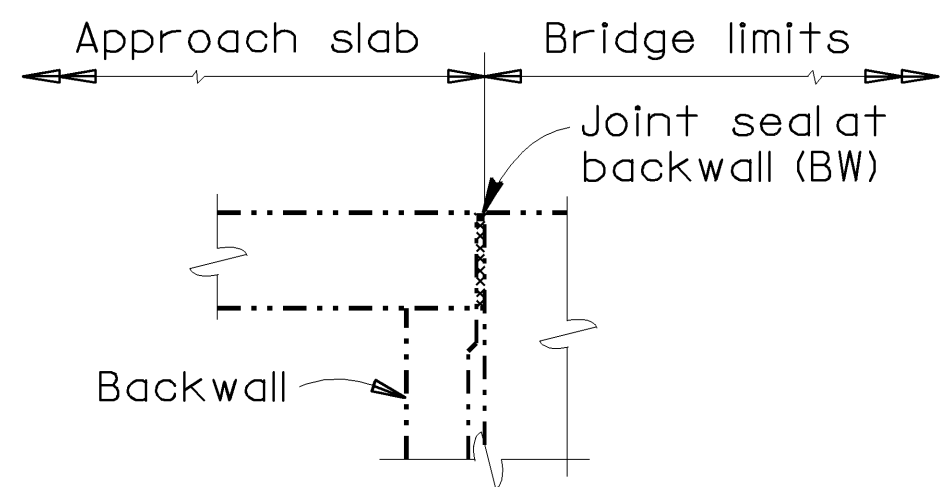
NO SCALE



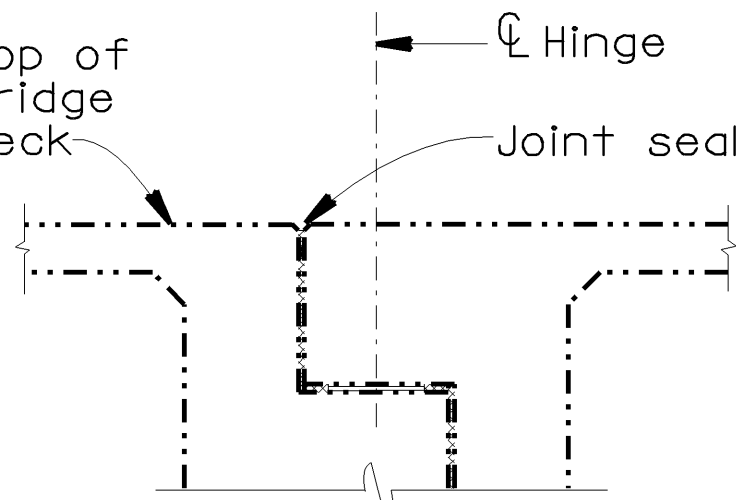
DIAPHRAGM ABUTMENT



ABUTMENT WITH BACKWALL AND PAVING NOTCH



ABUTMENT WITH BACKWALL



HINGE

JOINT SEAL LOCATION

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

DESIGN	BY T.Bolla	CHECKED Rangina Amir
DETAILS	BY Norm Kelley	CHECKED Rangina Amir
QUANTITIES	BY T.Bolla	CHECKED Rangina Amir

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF MAINTENANCE
STRUCTURE MAINTENANCE DESIGN

BRIDGE NO.	Various
KILOMETER POST	Varies

ROUTES 87 & 280 BRIDGES

JOINT SEAL DETAILS NO.2

CU 04230
EA 272011

DISREGARD PRINTS BEARING
EARLIER REVISION DATES

REVISION DATES (PRELIMINARY STAGE ONLY)										SHEET	OF
4-11-05	5-18-05	6-1-05	9-28-05	9-30-05						11	16

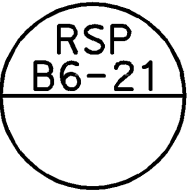
NOTES:

----- Indicates existing.

For JOINT RECONSTRUCTION DETAIL 5, see JOINT RECONSTRUCTION DETAILS NO.3 sheet.

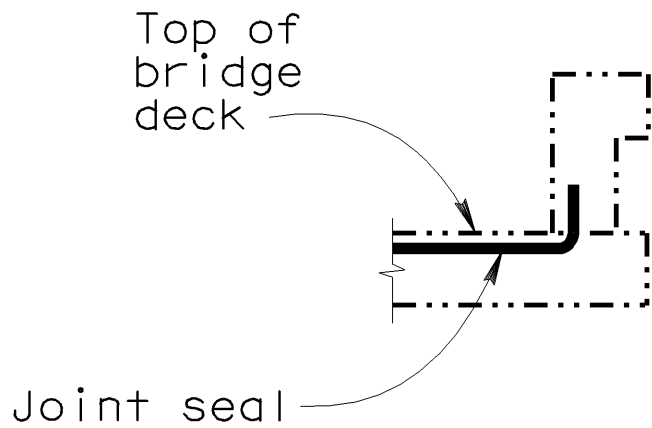
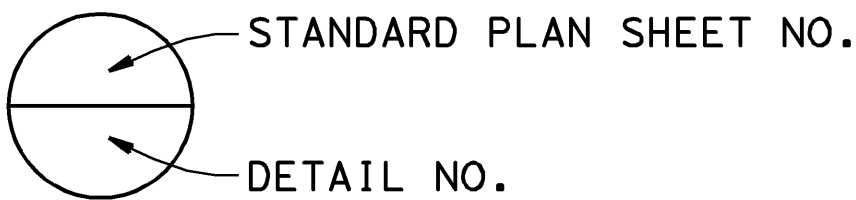
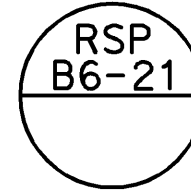
Install Joint Seal (MR 15mm) or Silicone Joint Seal 76 mm up into curb or barrier rail on the low side of the deck where deck joint aligns with curb or barrier rail joint.

For details not shown see



The following notes apply to JOINT SEAL TYPE B:

- Seal must satisfy both minimum Movement Rating (MR) and minimum W1 requirements.
- Minimum W1 is the calculated maximum width of the joint based on field measurements. After the joints have been cleaned, minimum W1 is to be recalculated by the Engineer.
- W1 shall be the smaller of the values determined as follows:
 - 0.85 times the manufacturer's designed minimum uncompressed width of the seal.
 - The width of the seal on the third successive test cycle of the pressure deflection test, when compressed to an average pressure of 20.68 kPa.
- Bend Type B joint seal 152 mm up into curb or rail on the low side of the deck where deck joint matches curb or rail joint.
- For details not shown see

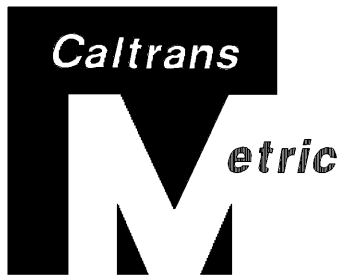


BARRIER RAIL

JOINT SEAL AT LOW SIDE OF DECK

Notes: Details shown for illustration purposes only.

For use only where deck joint matches the barrier rail joint.



DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
04	SCI	280	R3.5/8.2	183	191

Thomas J. Bolla

9-30-05

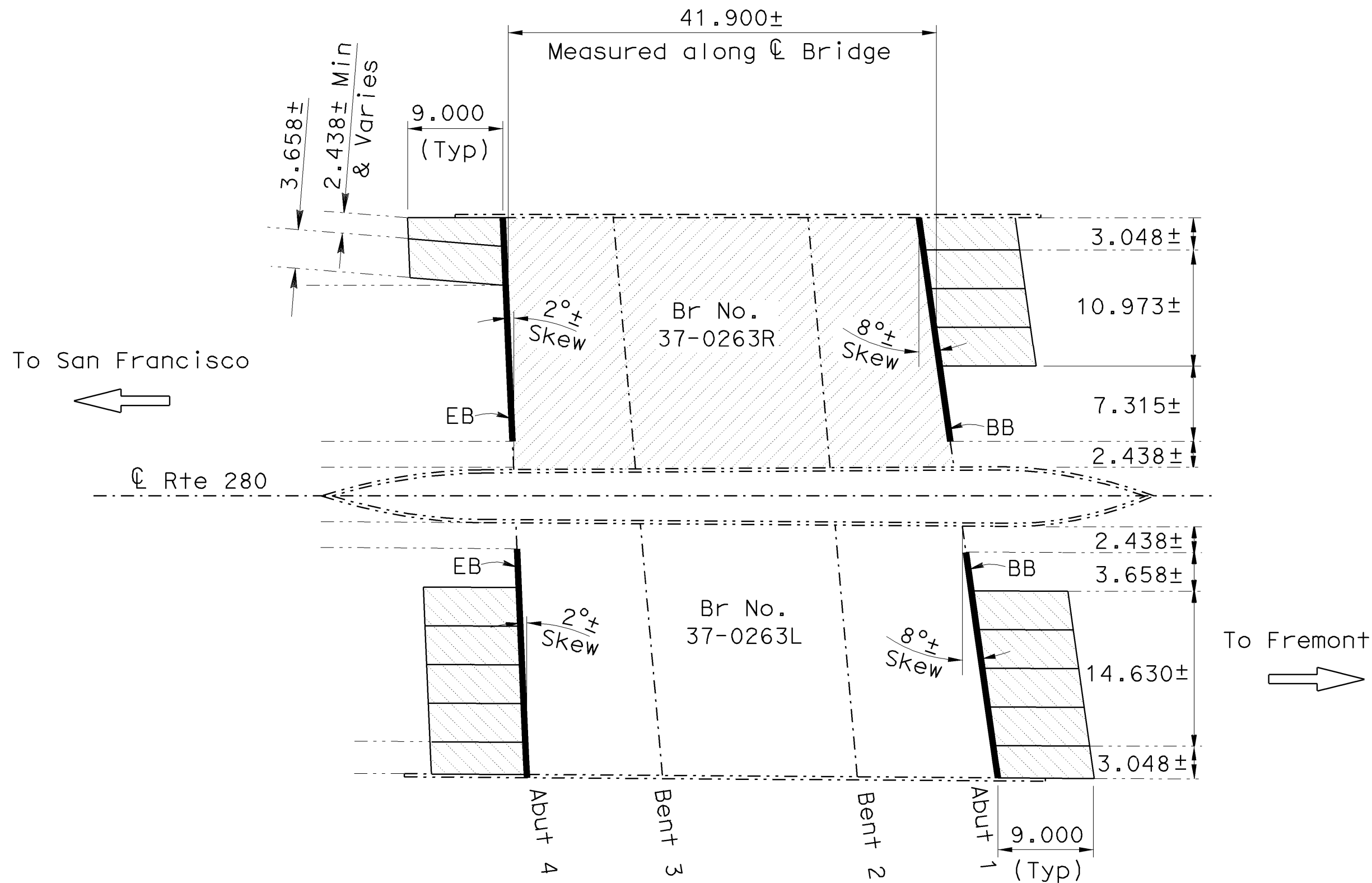
REGISTERED CIVIL ENGINEER

11-28-05

PLANS APPROVAL DATE

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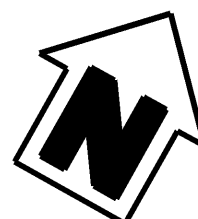
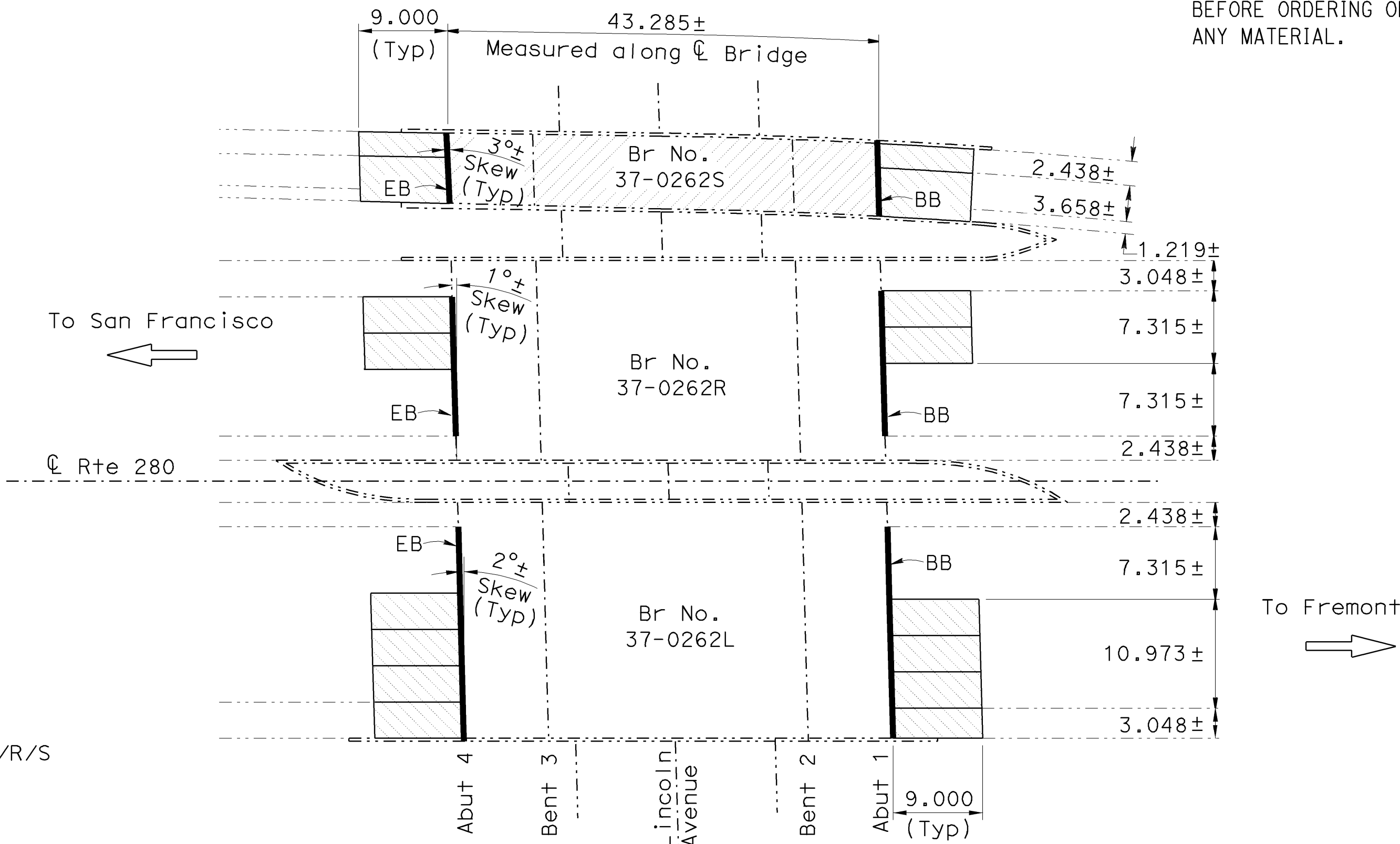


SUNOL STREET RR UNDERCROSSING

Br No.37-0263L/R, Rte 280, KP R5.5
1:400

SUNOL STREET RR UNDERCROSSING QUANTITIES		BR NO 37-0263L/R	
CLEAN BRIDGE DECK	997	m ²	
AGGREGATE BASE (APPROACH SLAB)	15	m ³	
STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R)	151	m ³	
PAVING NOTCH EXTENSION	4	m ³	
CLEAN EXPANSION JOINT	30	m	
JOINT SEAL (MR 15 MM)	86	m	
TREAT BRIDGE DECK	997	m ²	
FURNISH BRIDGE DECK TREATMENT MATERIAL (LOW ODOR)	399	L	

LINCOLN AVENUE UNDERCROSSING QUANTITIES		BR NO 37-0262L/R/S	
CLEAN BRIDGE DECK	320	m ²	
AGGREGATE BASE (APPROACH SLAB)	16	m ³	
STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R)	156	m ³	
PAVING NOTCH EXTENSION	4	m ³	
CLEAN EXPANSION JOINT	30	m	
JOINT SEAL (MR 15 MM)	88	m	
TREAT BRIDGE DECK	320	m ²	
FURNISH BRIDGE DECK TREATMENT MATERIAL (LOW ODOR)	128	L	



LINCOLN AVENUE UNDERCROSSING

Br No.37-0262L/R/S, Rte 280, KP R5.6
1:400

NOTES:

----- Indicates existing.

Indicates limits of clean and treat bridge deck with methacrylate.

Indicates limits of saw cut and remove existing approach pavement and place new Structure Approach Type R (9D). For details see STRUCTURE APPROACH TYPE R (9D) sheet.

Indicates location of remove existing joint seal and place new joint seal.

THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

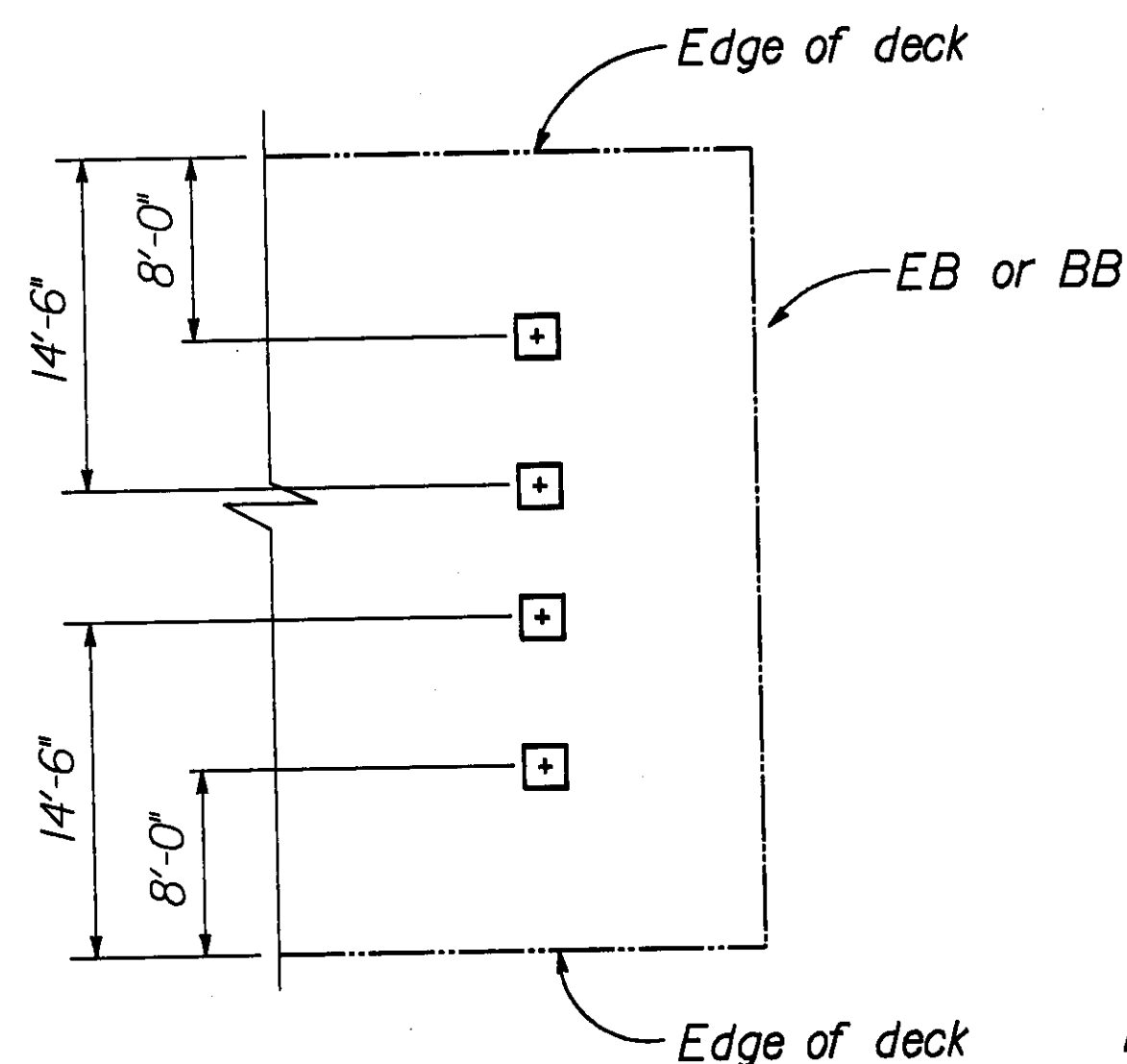
ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

 DESIGN ENGINEER	DESIGN	BY T. Bolla	CHECKED Rangina Amir	LAYOUT	BY Norm Kelley	CHECKED Rangina Amir	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF MAINTENANCE STRUCTURE MAINTENANCE DESIGN	BRIDGE NO. Various KILOMETER POST Varies	ROUTES 87 & 280 BRIDGES GENERAL PLAN NO.8						
	DETAILS	BY Norm Kelley	CHECKED Rangina Amir	SPECIFICATIONS	BY Blair Anderson	PLANS AND SPECS COMPARED Blair Anderson										
	QUANTITIES	BY T. Bolla	CHECKED Rangina Amir													
ORIGINAL SCALE IN MILLIMETERS FOR REDUCED PLANS									CU 04230 EA 272011		DISREGARD PRINTS BEARING EARLIER REVISION DATES		REVISION DATES (PRELIMINARY STAGE ONLY)		SHEET 8	OF 16

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	87,280	4.715.2, R2.2/R2.8	54	126

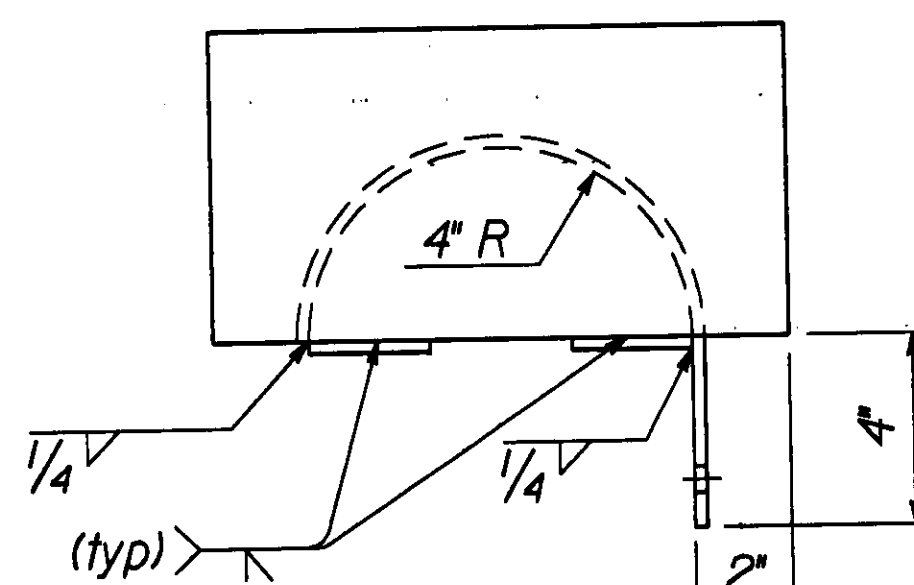
Registered Civil Engineer
 N. Tamannaie
 No. 37289
 Exp. 6-30-92
 CIVIL
 STATE OF CALIFORNIA

6-22-92
 PLANS APPROVAL DATE
 Dokken Engineering
 3221 RAMOS CIRCLE
 SACRAMENTO, CA 95827***** (916) 361-3111

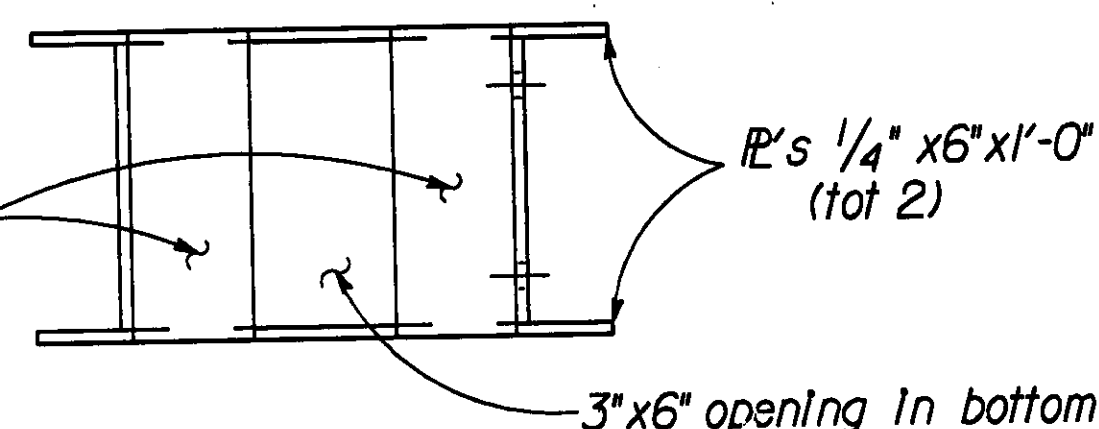


SOFFIT OPENING LAYOUT

At about 1"GD4" and "GD2" lines
No Scale



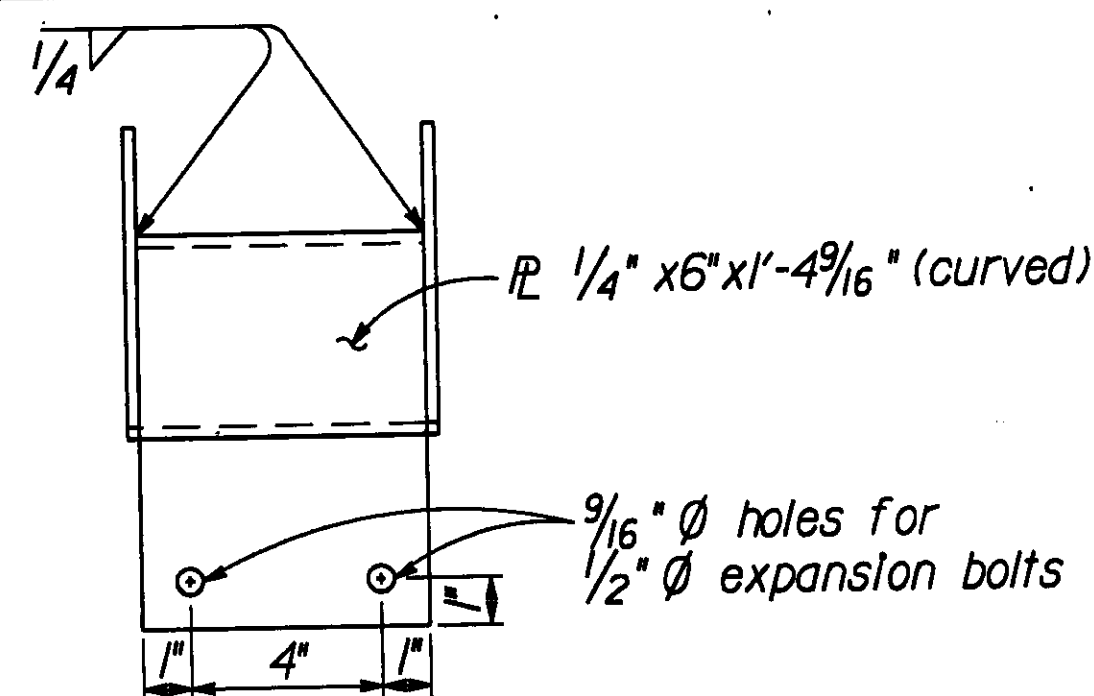
SIDE



BOTTOM

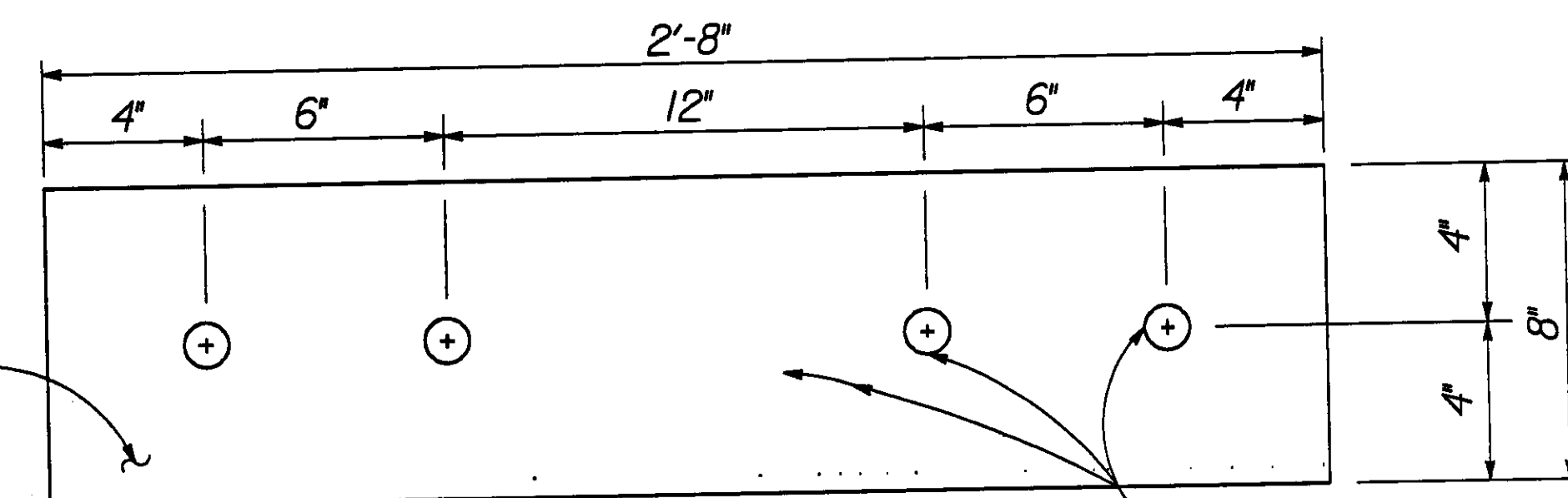
VERTICAL RESTRAINER DRUM UNIT

3" - 1'-0"



END

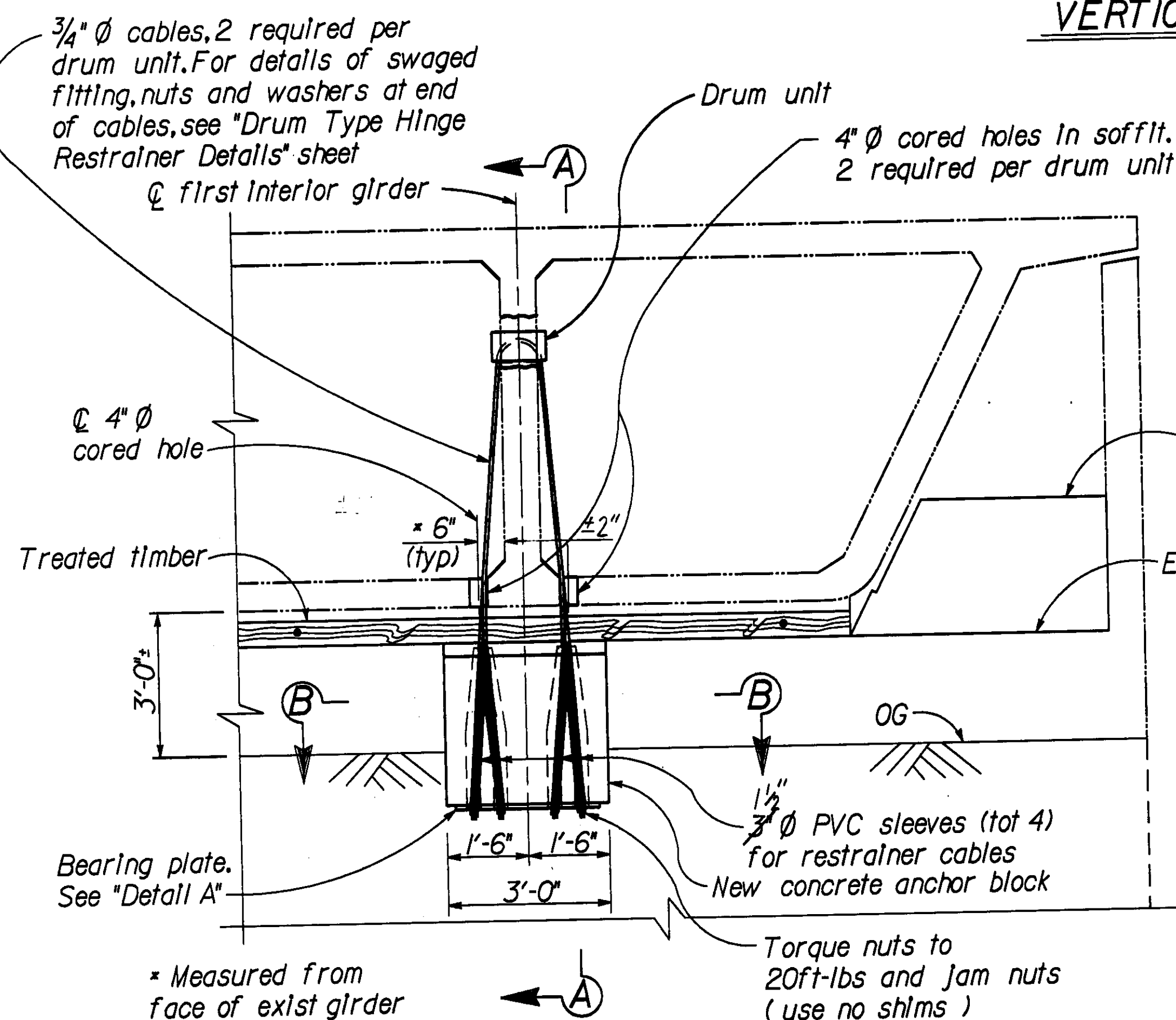
Note:
Galvanize cable drum unit after fabrication.
Fill drum unit with concrete before installation.



DETAIL A - BEARING PLATE

3" - 1'-0"

Note:
Galvanize bearing plate after fabrication



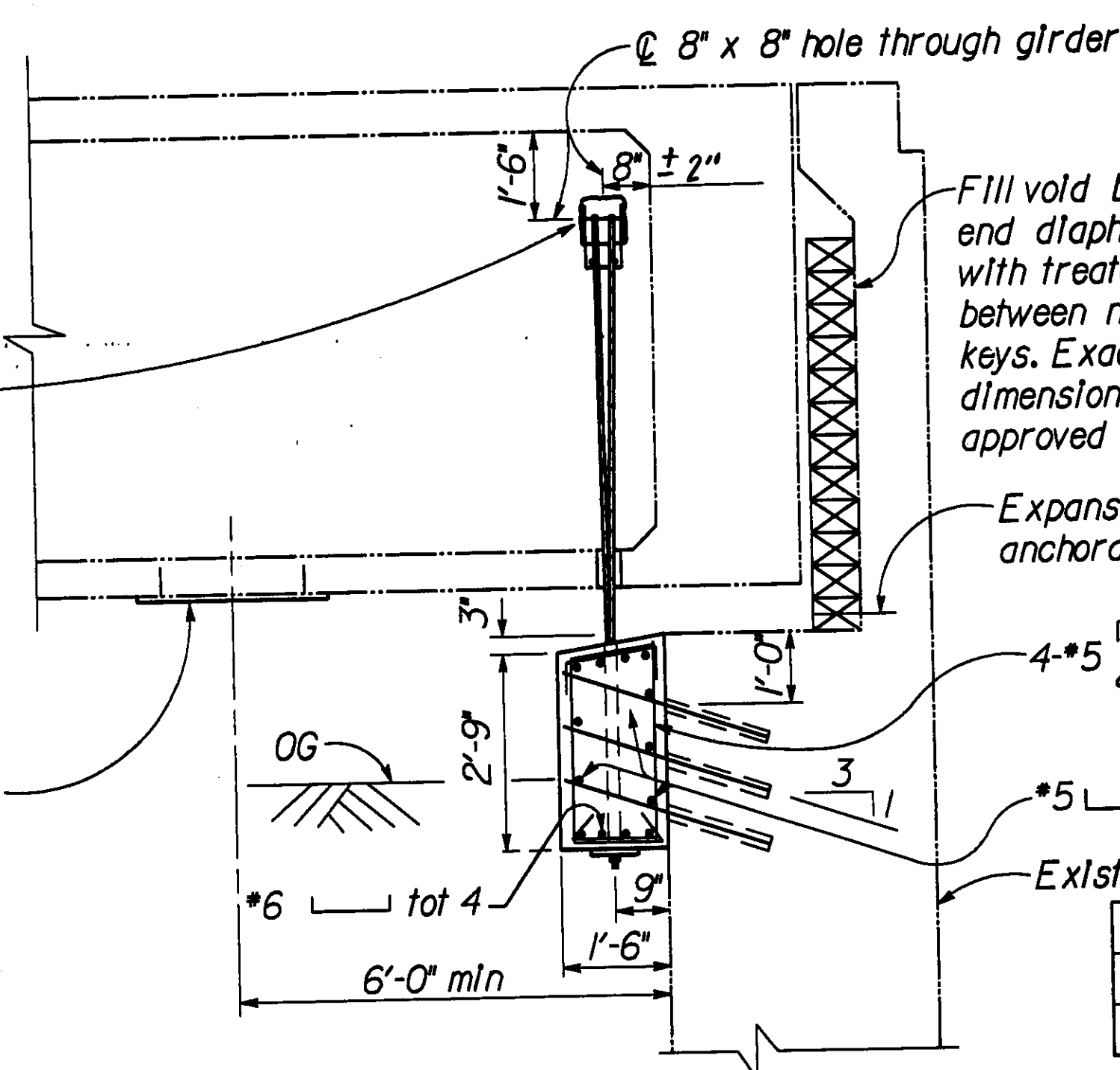
ABUT ELEV AT VERT RESTRAINER UNIT

1/2" - 1'-0"

(Right end of abutment shown. Left end similar by opposite hand.)
Note: Swaged ends to be installed vertically.

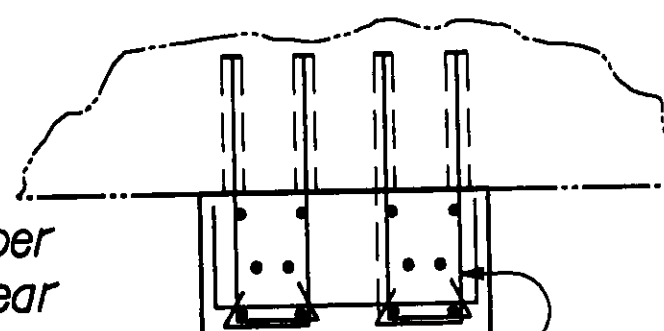
Break 8"x8" hole in girder web as shown. No more than one horiz and one vert bar may be cut in each face of girder web. Finish bottom of hole level and set drum unit in 1/2" bed of fresh mortar to provide full bearing. Secure drum to girder with 2 ea. 1/2" expansion bolts.

2' max x 2' max soffit access opening with cover plate (typ). For details, see "Drum Type Hinge Restrainer Details" sheet



SECTION A - A

1/2" - 1'-0"



SECTION B - B

1/2" - 1'-0"

AS BUILT

CORRECTIONS BY R. CRAIN
CONTRACT NO. 04-133084
DATE 6/25/95 MET 29 FEB 96

Abutment	Q Brg Abutment Location	No. of new vert restrainer units required
1"GD4"	"GD4" 645+50.23:	2
1"GD2"	"GD2" 644+22.00:	2

RESTRAINER REQUIREMENT CHART

EARTHQUAKE RETROFIT PROJECT NO. 68

THREE CONNECTOR VIADUCT

ABUT VERTICAL RESTRAINER DETAILS

DESIGN	BY A. Carlton	CHECKED W. Kwan
DETAILS	BY C. L'Estrange	CHECKED W. Kwan
QUANTITIES	BY Y. Hu/B. Waldrop	CHECKED Y. N.

PREPARED FOR THE
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT ENGINEER
N. Tamannaie

BRIDGE NO.
37-0270H
POST MILE

DISREGARD PRINTS BEARING
EARLIER REVISION DATES

REVISION DATES (PRELIMINARY STAGE ONLY)

SHEET 11 OF 29

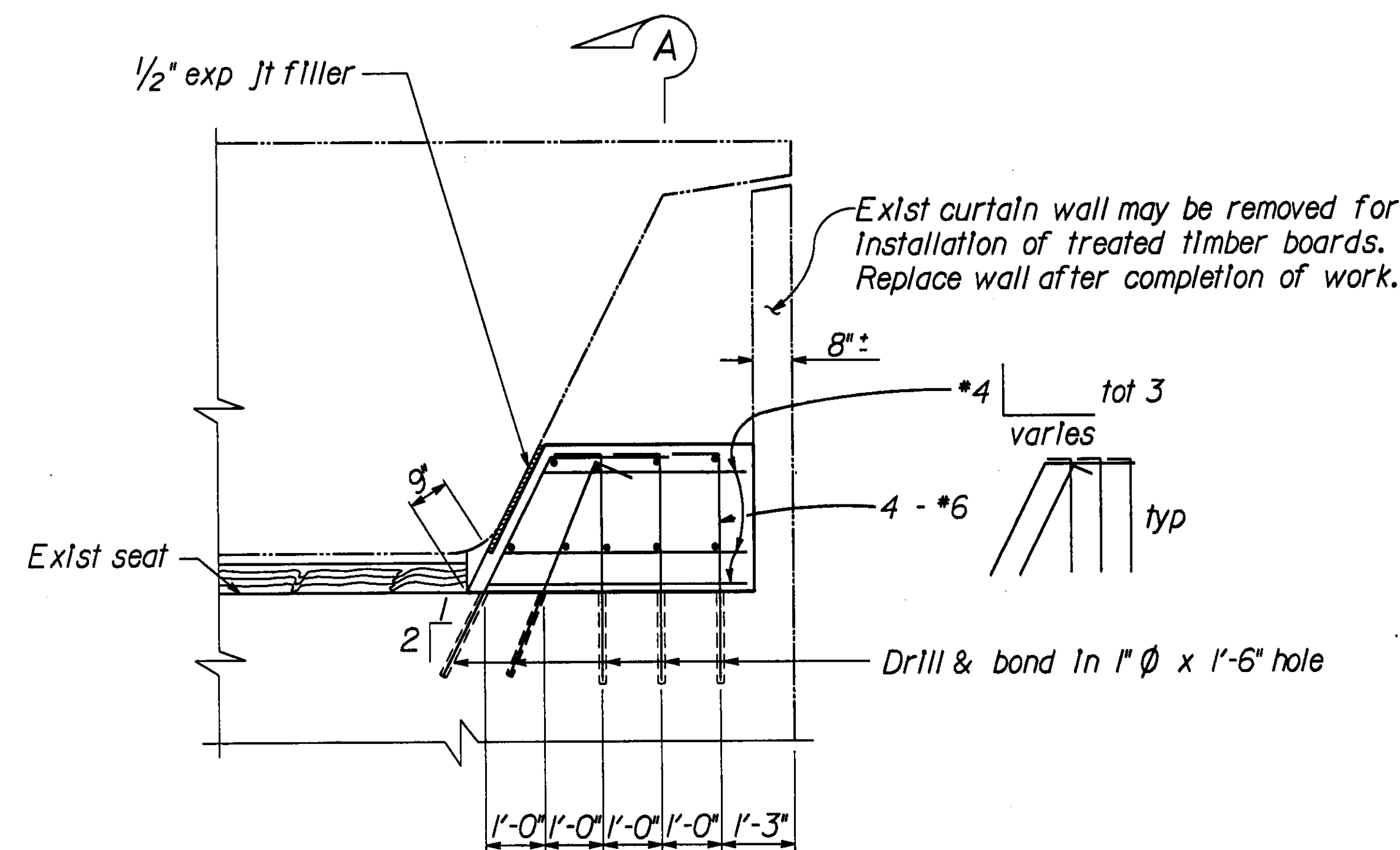
ORIGINAL SCALE IN INCHES
FOR REDUCED PLANS

CU 04
EA 13308K

790PADD2.DGN REV05 KD 01/02/92

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	87, 280	4.7/5.2,R2.2/R2.8	53	126

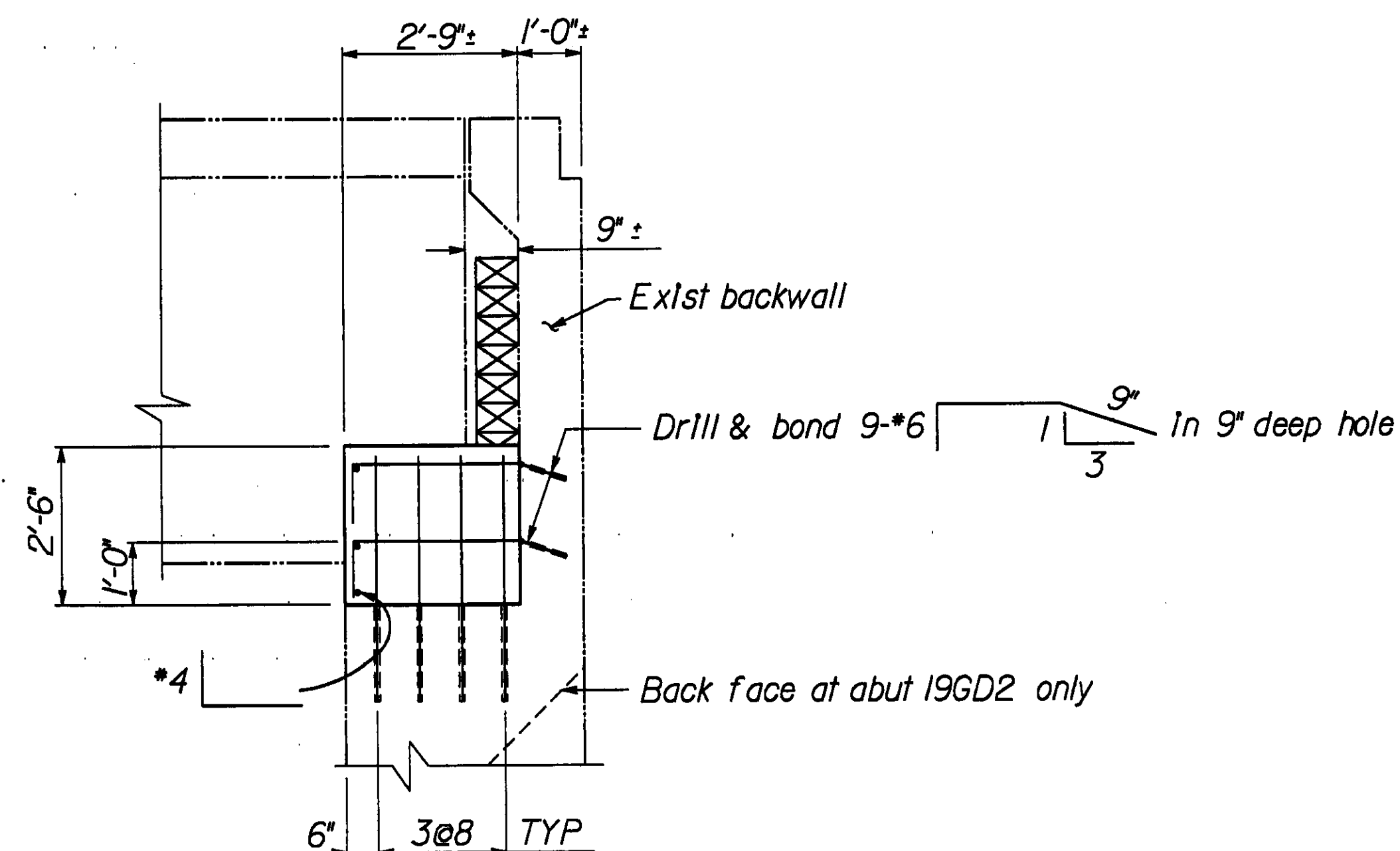
N. Tamannala
 REGISTERED CIVIL ENGINEER
 No. 37289
 Exp. 6-30-92
 PLANS APPROVAL DATE
 6-22-92
 Dokken Engineering
 3221 RAMOS CIRCLE
 SACRAMENTO, CA 95827 ***** (916) 361-3111



Shear Key at Abutment

1/2" = 1'-0"

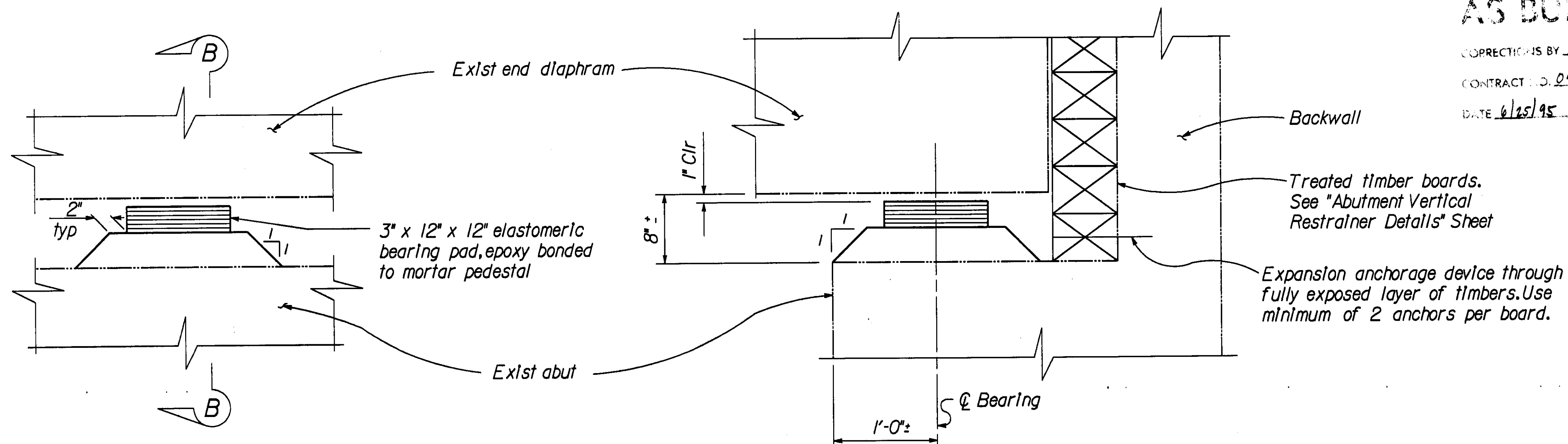
Note: Far end of abut similar by opposite hand



Section A-A

1/2" = 1'-0"

Line	Abut	No. of Brg Pads	No. of Shear Keys
GD4	1	4	2
GD2	1	4	2
GD2	19	6	2



Elevation

Bearing Pad at Abutment

1/2" = 1'-0"

Section B-B

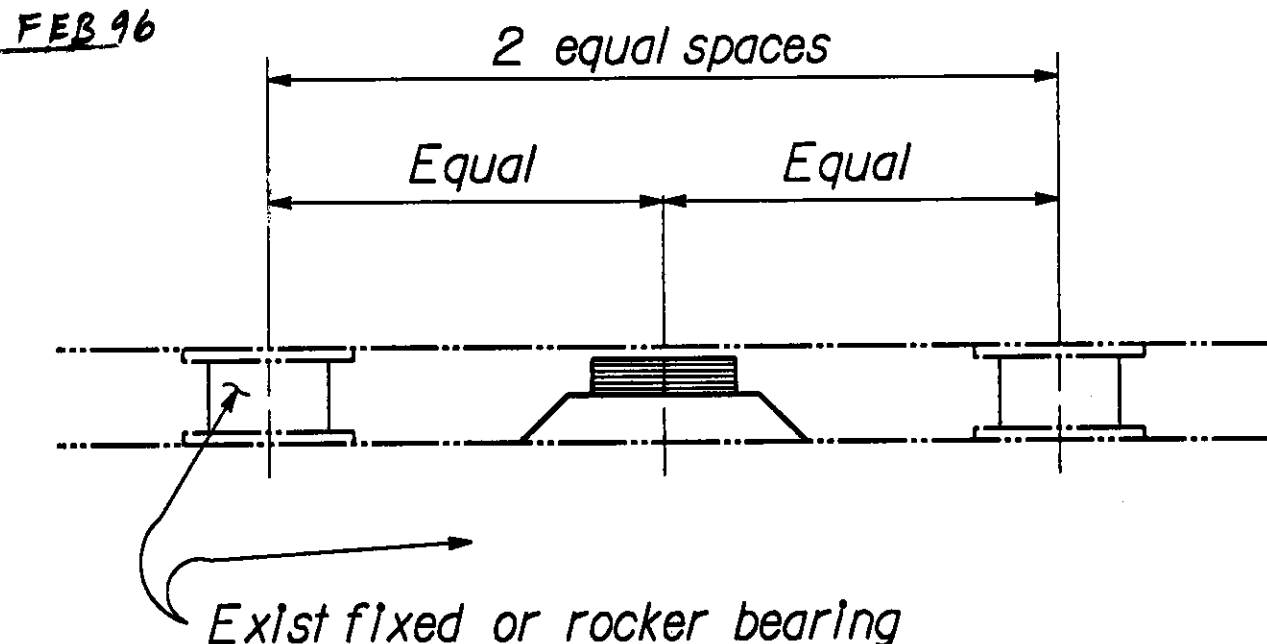
NO CORRECTIONS THIS SHEET

AS BUILT

CORRECTIONS BY R. CRAIN

CONTRACT NO. 04-133084

DATE 6/25/95 MET 21 FEB 96



Typical Pad Location

No Scale

(Treated timber boards not shown)

Notes:

All details typical for abutments 1 at GD2 & GD4 and abutment 19 at GD2.

The contractor shall verify all controlling field dimensions before ordering or fabricating any material.

EARTHQUAKE RETROFIT PROJECT NO. 68

THREE CONNECTOR VIADUCT

ABUT SHEAR KEY & BRG PAD DETAILS

DESIGN OVERSIGHT
 2/14/92

DESIGN	BY A. Carlton	CHECKED W. Kwan
DETAILS	BY C. L'Estrange	CHECKED W. Kwan
QUANTITIES	BY Y. Hu/B. Waldrop	CHECKED Y. N.

PREPARED FOR THE
 STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

PROJECT ENGINEER
 CU 04
 EA 13308K

BRIDGE NO.
 37-0270H
 POST MILE

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES (PRELIMINARY STAGE ONLY)

SHEET 10 OF 29

790PADD001.DGN REV04T KD 01/11/92

SUBSTRUCTURE DATA									
LINE	BENT	COLUMN	EXISTING FOOTING THICKNESS	EXISTING PEDESTAL DIMENSIONS	EXISTING ELEVATIONS			COLUMN RETROFIT CLASS	FOOTING RETROFIT
					BOTTOM FOOTING	O.G.	Q COLUMN @ SOFFIT		
"GD2"	2	I	3'-3"	2'-8"x9'-0"x9'-0"	80.4 ±	92.2 ±	100.30 ±	P/F	No
	3	I	3'-3"	2'-8"x9'-0"x9'-0"	80.5 ±	92.8 ±	107.50 ±	F	Yes
	4	I	3'-3"	2'-8"x9'-0"x9'-0"	83 ±	92.5 ±	115.10 ±	P/F	No
	5	I	3'-3"	2'-8"x9'-0"x9'-0"	83 ±	92.4 ±	121.90 ±	P/F	No
	6	I	3'-3"	2'-8"x9'-0"x9'-0"	83 ±	91.8 ±	127.80 ±	F	Yes
	7	I	3'-3"	2'-8"x9'-0"x9'-0"	83 ±	93.4 ±	131.90 ±	±	Yes
	8	I	3'-3"	2'-8"x9'-0"x9'-0"	77 ±	85.3 ±	134.10 ±	F	Yes
	9	I	3'-3"	2'-8"x9'-0"x12'-0"	68 ±	84.4 ±	135.00 ±	None	No
	10	I	3'-3"	2'-8"x9'-0"x9'-0"	75 ±	84.8 ±	134.50 ±	F	Yes
	11	I	3'-3"	2'-8"x9'-0"x9'-0"	72 ±	82.4 ±	132.00 ±	F	Yes
	12	I	3'-3"	2'-8"x9'-0"x9'-0"	72 ±	82.1 ±	128.50 ±	P/F	No
	13 *	I	3'-3"	2'-8"x9'-0"x9'-0"	83 ±	92.2 ±	122.60 ±	P/F	No
	14 *	I	3'-3"	2'-8"x9'-0"x9'-0"	83.5 ±	91.9 ±	117.70 ±	F	Yes
	15 *	LT	3'-3"	2'-8"x8'-0"x10'-0"	83.5 ±	93.5 ±	113.60 ±	P/F	No
	15 *	RT	3'-3"	2'-8"x8'-0"x10'-0"	83.5 ±	95.1 ±	113.60 ±	P/F	No
	16 *	I	3'-3"	2'-8"x12'-0"x12'-0"	84 ±	92.0 ±	111.30 ±	F	Yes
	17	I	3'-3"	2'-8"x12'-0"x12'-0"	84 ±	93.1 ±	110.30 ±	F	Yes
	18	I	3'-3"	2'-8"x12'-0"x12'-0"	84 ±	92.0 ±	109.60 ±	P/F	No

"GD4"	2	I	3'-3"	2'-8"x9'-0"x9'-0"	83 ±	91.5 ±	102.00 ±	P/F	No
	3	I	3'-3"	2'-8"x9'-0"x9'-0"	84 ±	91.6 ±	110.70 ±	F	Yes
	4	I	3'-3"	2'-8"x9'-0"x9'-0"	84 ±	91.3 ±	118.80 ±	P/F	No
	5	I	3'-3"	2'-8"x9'-0"x9'-0"	83 ±	92.6 ±	125.10 ±	P/F	No
	6	I	3'-3"	2'-8"x9'-0"x12'-0"	69.5 ±	78.4 ±	130.40 ±	F	Yes
	7	I	3'-3"	2'-8"x9'-0"x12'-0"	68 ±	81.7 ±	134.10 ±	None	No
	8	I	3'-3"	2'-8"x9'-0"x12'-0"	72 ±	81.7 ±	135.60 ±	±	Yes
	9	I	3'-3"	2'-8"x9'-0"x12'-0"	73 ±	90.4 ±	135.70 ±	P/F	No
	10	I	3'-3"	2'-8"x9'-0"x12'-0"	74 ±	86.6 ±	133.90 ±	F	Yes
	11 *	I	3'-3"	2'-8"x9'-0"x9'-0"	83 ±	92.2 ±	129.90 ±	±	Yes
	12	I	3'-3"	2'-8"x12'-0"x12'-0"	57 ±	76.4 ±	123.80 ±	None	No
	13	LT	3'-3"	2'-8"x9'-0"x12'-0"	84 ±	94.8 ±	115.10 ±	P/F	No
	13	RT	3'-3"	2'-8"x9'-0"x12'-0"	84 ±	94.7 ±	115.10 ±	P/F	No
	14	LT	3'-3"	2'-8"x8'-0"x10'-0"	84 ±	92.8 ±	110.90 ±	P/F	No
	14	RT	3'-3"	2'-8"x8'-0"x10'-0"	84 ±	93.6 ±	110.90 ±	P/F	No
	15	LT	3'-3"	2'-8"x8'-0"x10'-0"	84 ±	93.6 ±	109.50 ±	P/F	No
	15	RT	3'-3"	2'-8"x8'-0"x10'-0"	84 ±	93.4 ±	109.50 ±	P/F	No
	16 *	I	3'-3"	2'-8"x9'-0"x12'-0"	84 ±	93.9 ±	109.90 ±	F	Yes
	17 *	I	3'-3"	2'-8"x9'-0"x9'-0"	84 ±	94.2 ±	110.50 ±	P/F	No

"GR4"	2	I	3'-3"	2'-8"x12'-0"x12'-0"	57 ±	73.2 ±	117.50 ±	None	No
	3 *	I	3'-3"	0	85 ±	91.8 ±	118.30 ±	F	Yes
	4 *	I	3'-3"	0	84 ±	91.7 ±	118.50 ±	F	Yes
	5 *	I	3'-3"	0	85 ±	92.6 ±	119.10 ±	F	Yes
	6 *	I	3'-3"	0	85 ±	93.9 ±	118.60 ±	F	Yes

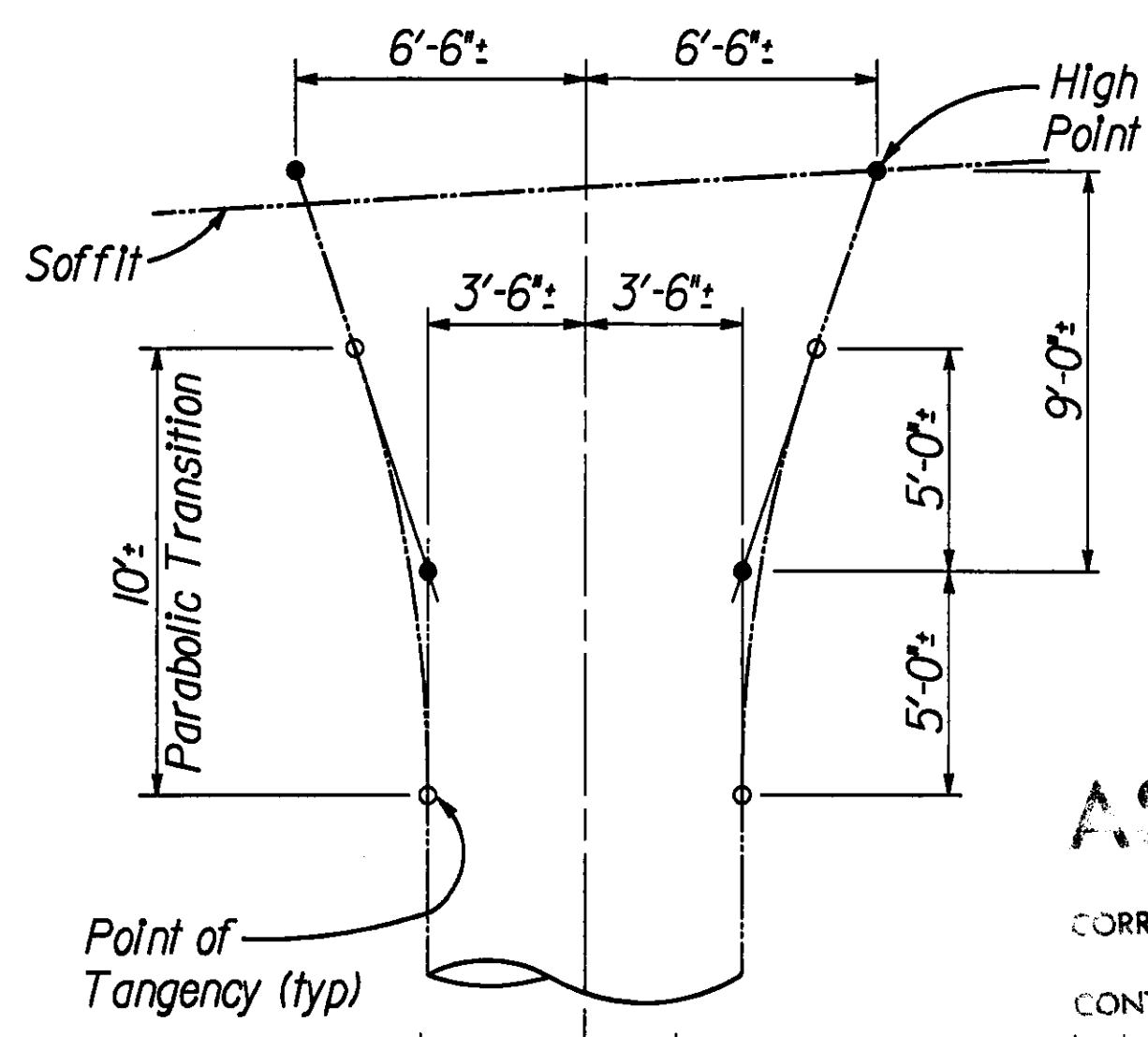
PILE TIP ELEVATIONS			
LINE	BENT	CLASS 100 PILE TIP ELEV	
		SPECIFIED	PROBABLE
"GD2"	3	40 35	35
	6	37 16	35
	7	35	30
	8	30	28
	10	30	25
	11	30	25
	14	15	10
	16	33	28
	17	20	18

"GD4"	3	35 27	30
	6	26	21
	8	26	21
	10	28	23
	11	30	28
	16	15	12

"GR4"	3	20	20
	4	15	10
	5	10	5
	6	10	5

* Bents in parking lot. See "Earthwork Details" sheet for additional information.

± Denotes column enlargement.



EXIST COLUMN FLARE DETAILS

1/4" = 1'-0"

AS BUILT

CORRECTIONS BY R. Crain
 CONTRACT NO. 04-133084
 DATE 6-25-95 MET 29 FEB 96

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	87,280	4.715.2, R2.2/R2.8	55	126

Nah Samanin
 REGISTERED CIVIL ENGINEER
 6-22-92
 PLANS APPROVAL DATE
Dokken Engineering
 3221 RAMOS CIRCLE
 SACRAMENTO, CA 95827 ***** (916) 361-3111

PROFESSIONAL ENGINEER
 No. 37289
 Exp. 6-30-92
 CIVIL
 STATE OF CALIFORNIA

"GD2" LINE		
BENT NO.	SOFFIT SLOPE (±)	SKEW (±)
2	4.5	0
3	7.5	0
4	10.3	0
5	11.0	0
6	11.0	0
7	11.0	0
8	11.0	0
9	11.0	0
10	11.0	0
11	11.0	0
12	11.0	0
13	11.0	0
14	10.3	0
15	7.0	0

"GD4" LINE		
BENT NO.	SOFFIT SLOPE (±)	SKEW (±)
2	7.4	0
3	10.7	0
4	12.0	0
5	12.0	0
6	12.0	0
7	12.0	0
8	12.0	0
9	12.0	0
10	12.0	0
11	12.0	0
12	10.3	0
13	3.7	11
14	-1.0	11
15	-1.5	11
16	-1.5	11
17	-1.5	24

"GD4" LINE		
BENT NO.	SOFFIT SLOPE (±)	SKEW (±)
2	-6.0	0
3	-6.0	0
4	-6.0	0
5	-6.0	0
6	-5.3	0

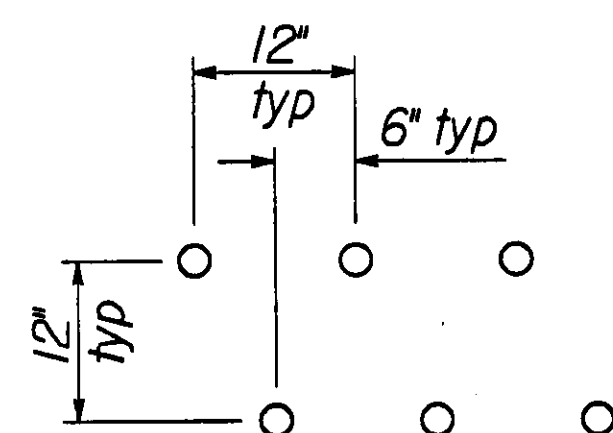
Bench Mark
 Nail on top of barrier at L edge of deck
 "GD2" line near Q bent 18. Elevation 118.24.

Note:
 The contractor shall verify all controlling field dimensions before ordering or fabricating any material.

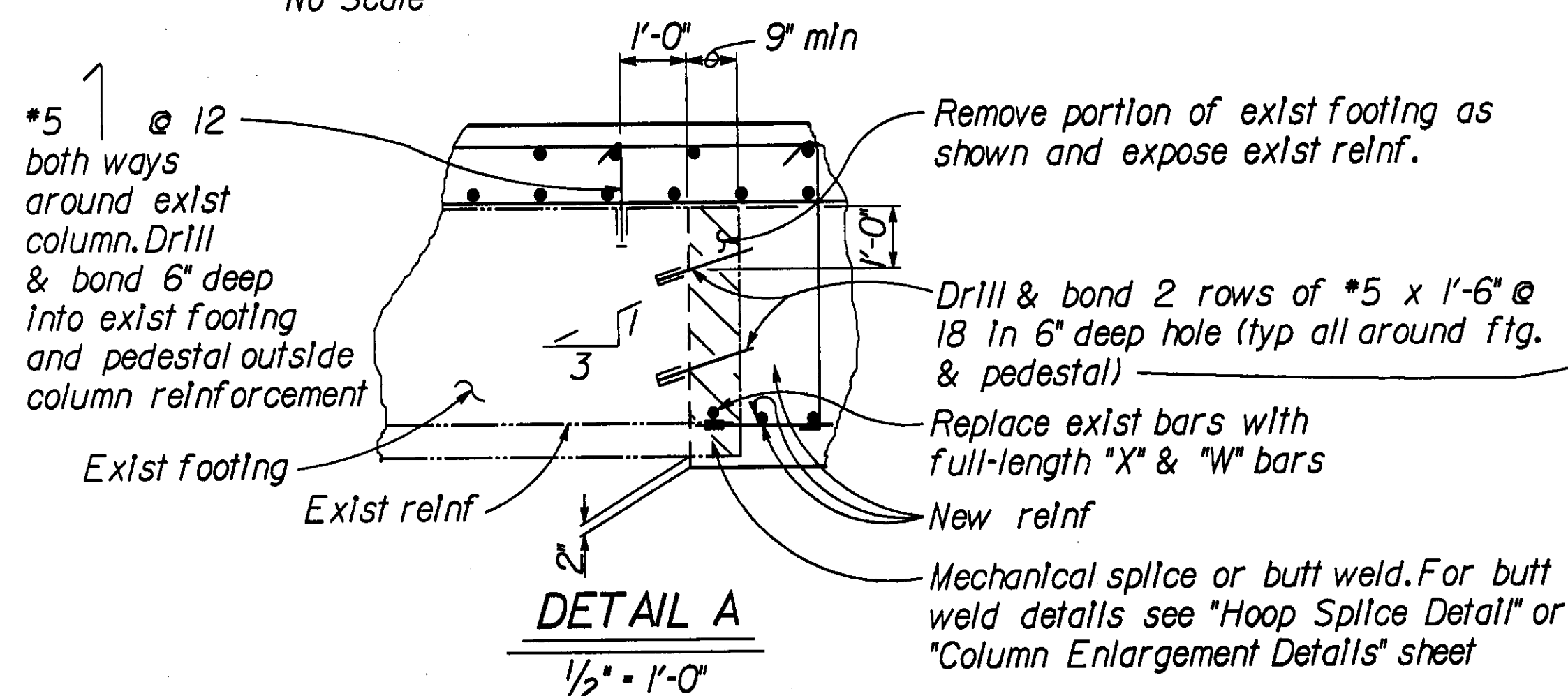
DESIGN OVERSIGHT <u>2/14/92</u> SIGNOFF DATE	DESIGN BY <u>Y. Hu</u> CHECKED <u>W. Kwan</u>	PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION <u>Nah Samanin</u> PROJECT ENGINEER	BRIDGE NO. <u>37-0270H</u>	EARTHQUAKE RETROFIT PROJECT NO. 68 THREE CONNECTOR VIADUCT BENT DATA
	DETAILS BY <u>C. L'Estrange</u> CHECKED <u>W. Kwan</u>		POST MILE	
	QUANTITIES BY <u>Y. Hu/B. Waldrop</u> CHECKED <u>Y. N.</u>			
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3			CU 04 EA 13308K	DISREGARD PRINTS BEARING EARLIER REVISION DATES REVISION DATES (PRELIMINARY STAGE ONLY) 1/18/91 10/1/91 2/20/91 SHEET 12 OF 29

750PBD01.DGN REV 10 KD 01/02/92

GR4 LINE																
3	7'-6"	7'-6"	10'-6"	10'-6"	5'-2"	3'-3"	3'-0"	3'-0"	24	*8 tot 33	*9 tot 33	*8 tot 55*	*9 tot 51	*8 tot 18	*8 tot 20	
4	7'-6"	7'-6"	10'-6"	10'-6"	5'-2"	3'-3"	3'-0"	3'-0"	24	*8 tot 33	*9 tot 33	*8 tot 55*	*9 tot 51	*8 tot 18	*8 tot 20	
5	7'-6"	7'-6"	10'-6"	10'-6"	5'-2"	3'-3"	3'-0"	3'-0"	24	*8 tot 33	*9 tot 33	*8 tot 55*	*9 tot 51	*8 tot 18	*8 tot 20	
6	7'-6"	7'-6"	10'-6"	10'-6"	5'-2"	3'-3"	3'-0"	3'-0"	24	*8 tot 33	*9 tot 33	*8 tot 55*	*9 tot 51	*8 tot 18	*8 tot 20	

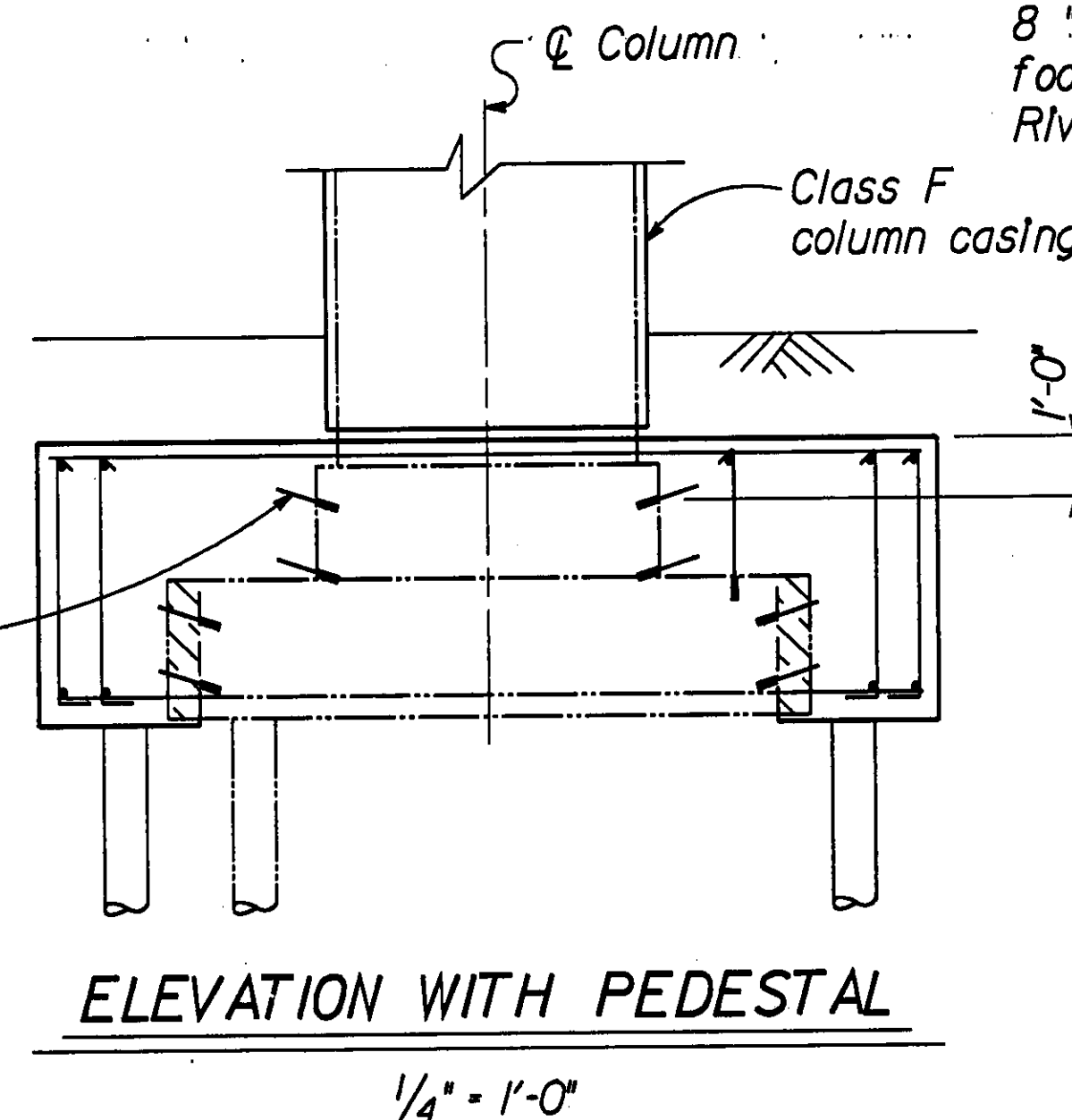


No Scale

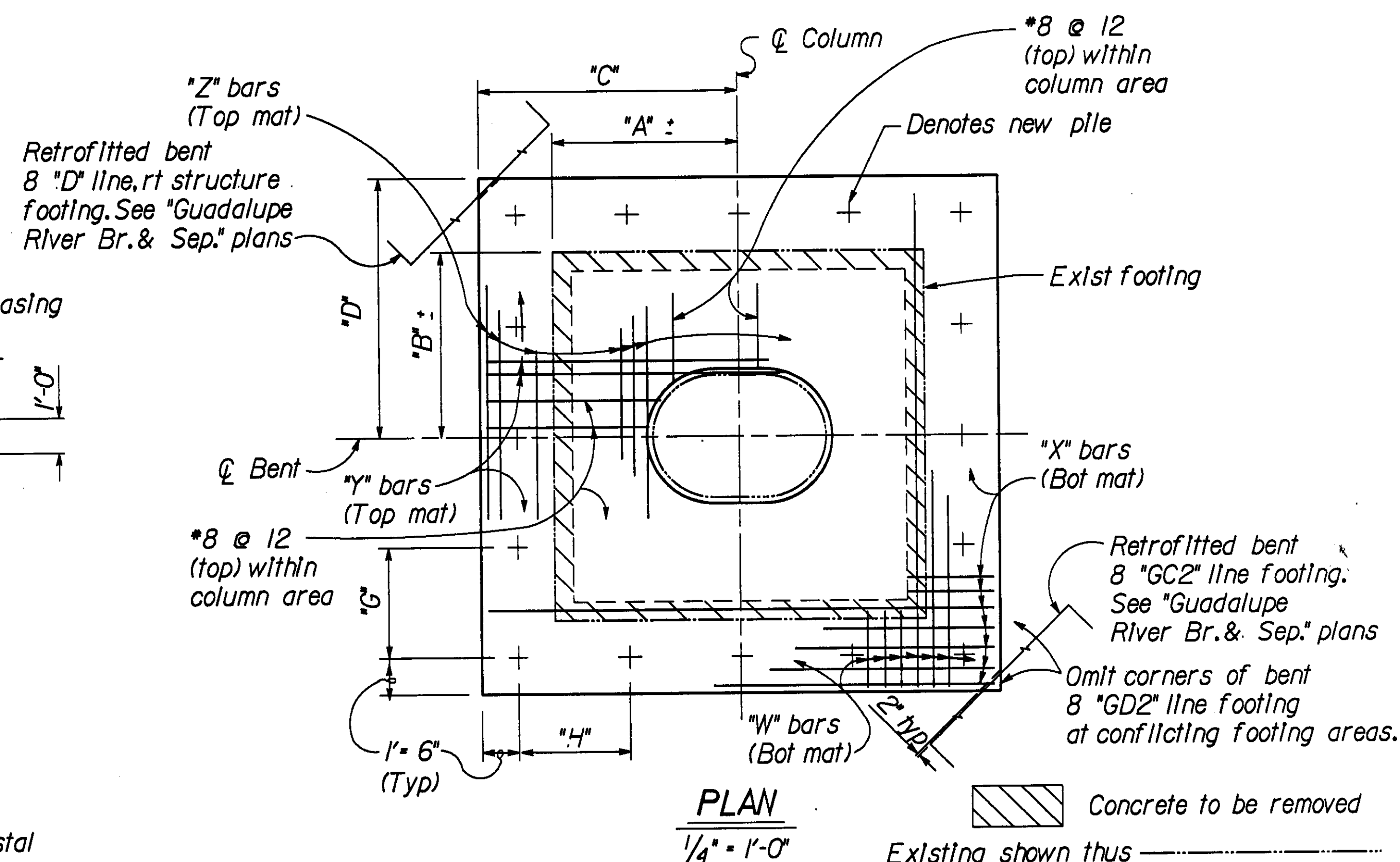
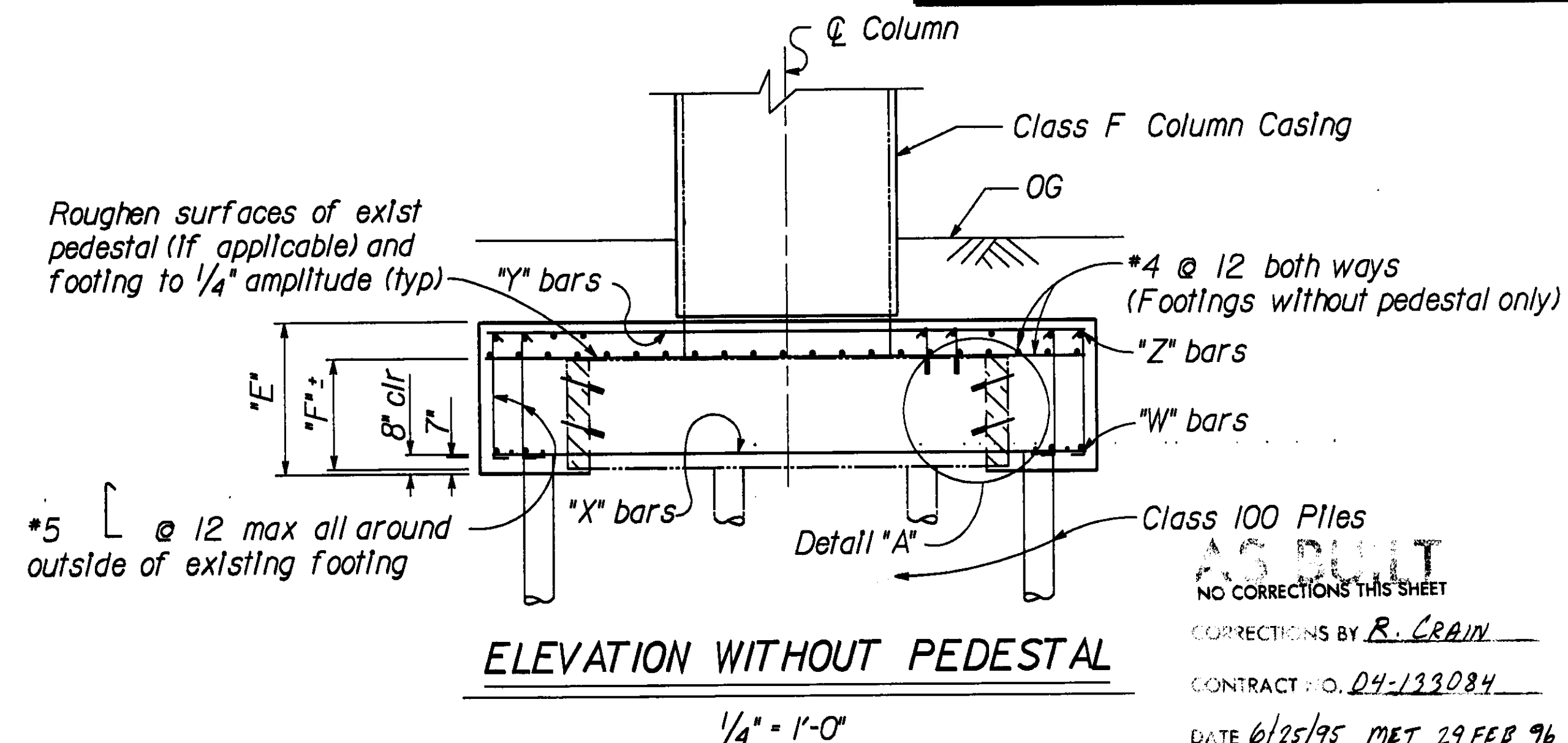


Notes :

1. Footings with class F column retrofit shown.
For additional footing information see
"Bent Data" and "Footing Retrofit Details No.2" sheets.
2. All footing concrete to be "Structural concrete, Bridge Footing"



For details not shown see Elevation Without Pedestal



Note:
The contractor shall verify all controlling field dimensions before ordering or fabricating any material.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	87,280	4.7/5.2, R2.2/R2.8	56	126

Nash Tamannaie
 REGISTERED CIVIL ENGINEER

6-22-92

PLANS APPROVAL DATE

Dokken Engineering
 3221 RAMOS CIRCLE
 SACRAMENTO, CA 95827***** (916) 361-3111

A circular professional engineer seal for the State of California. The outer ring contains the text "REGISTERED PROFESSIONAL ENGINEER" at the top and "STATE OF CALIFORNIA" at the bottom, separated by two stars. The center of the seal contains the name "N. Tamannaie", the number "No. 37289", and the expiration date "Exp. 6-30-92". Below the expiration date, the word "CIVIL" is printed.

DESIGN	BY <i>Y. Hu</i>	CHECKED <i>W. Kwan</i>
DETAILS	BY <i>C. L'Estrange</i>	CHECKED <i>W. Kwan</i>
QUANTITIES	BY <i>Y. Hu/B. Waldrop</i>	CHECKED <i>Y. N.</i>

PREPARED FOR THE
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

Nash Janani
PROJECT ENGINEER

BRIDGE NO.
37-0270H
POST MILE

EARTHQUAKE RETROFIT PROJECT NO. 68

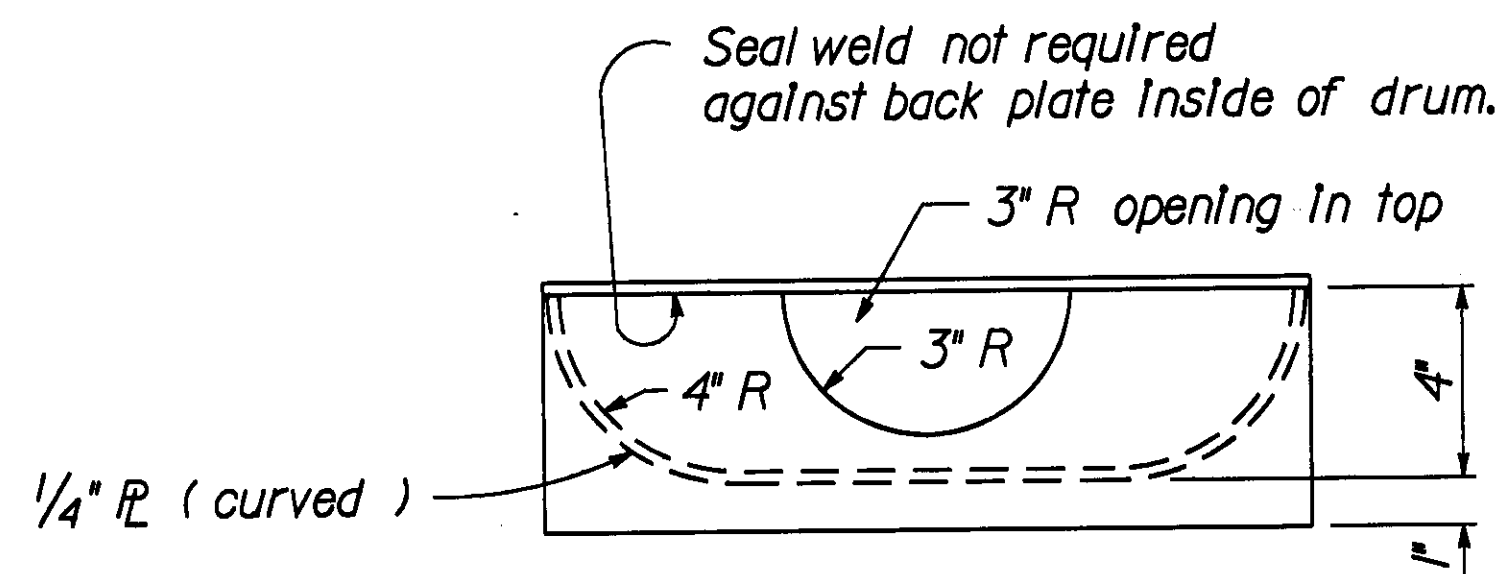
THREE CONNECTOR VIADUCT
FOOTING RETROFIT DETAILS NO. 1

DISREGARD PRINTS BEARING EARLIER REVISION DATES →	REVISION DATES (PRELIMINARY STAGE ONLY)							SHEET	OF
	7/15/91	10/3/91	12/30/91					13	29

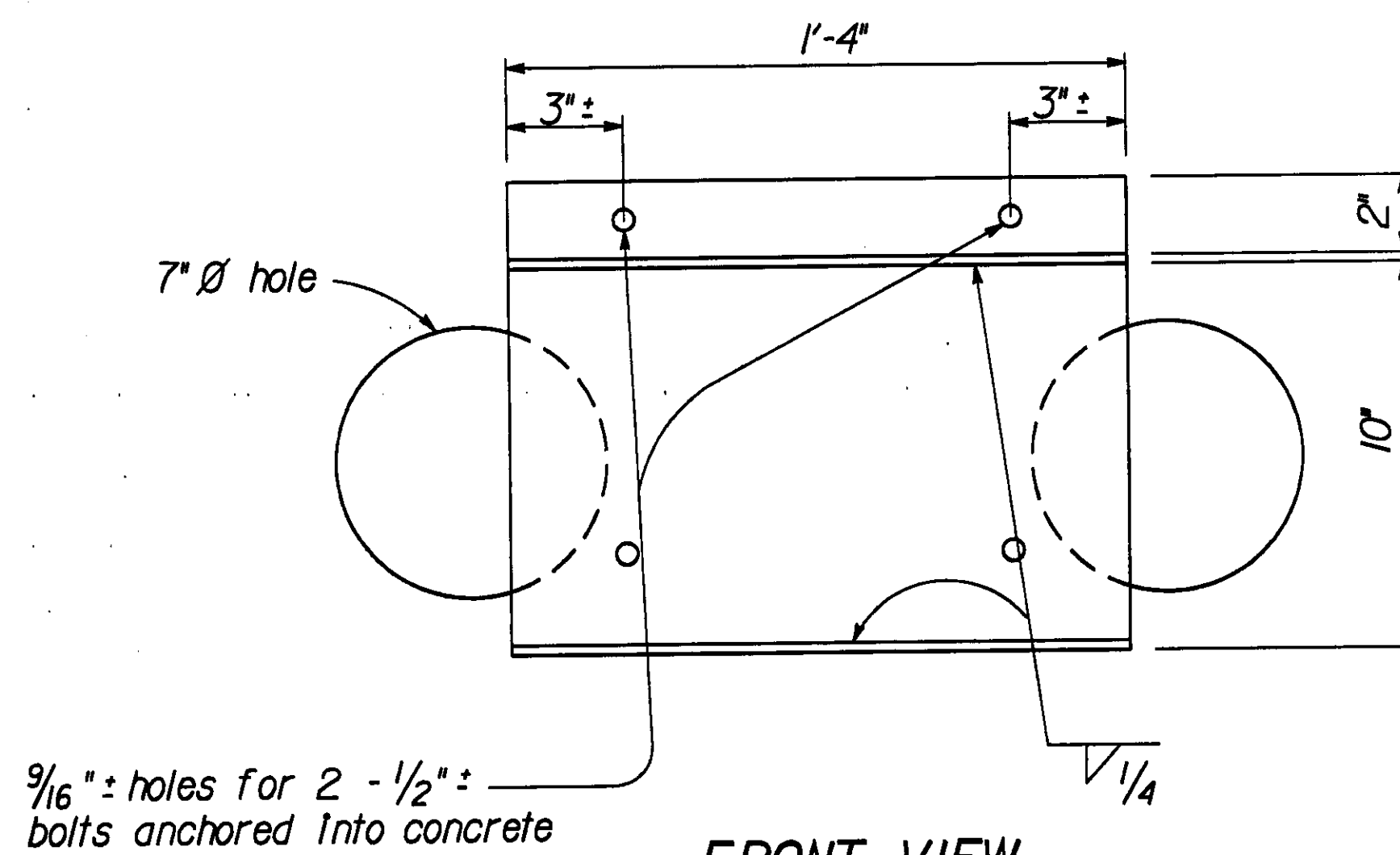
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	87,280	4.715.2, R2.2/R2.8	66	126

Nash Tamanna
 REGISTERED CIVIL ENGINEER
 No. 37289
 Exp. 6-30-92
 CIVIL
 STATE OF CALIFORNIA

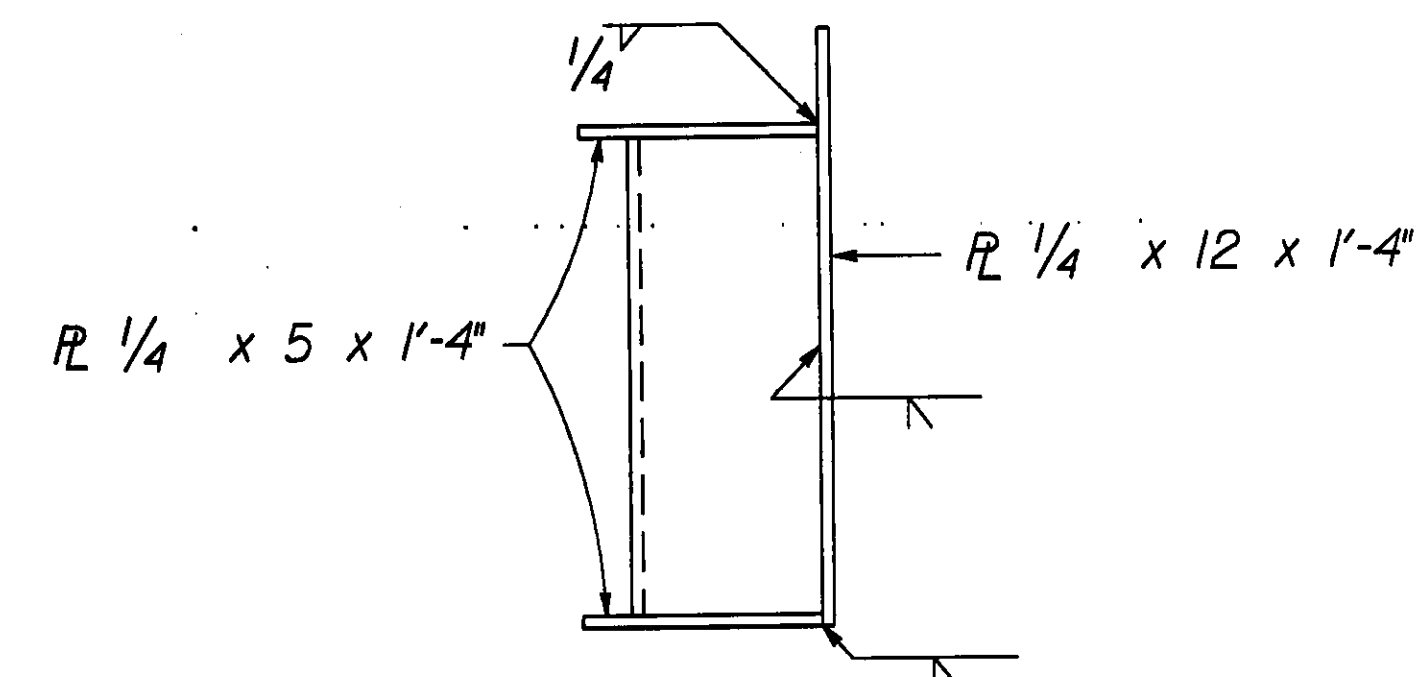
6-22-92
 PLANS APPROVAL DATE
 Dokken Engineering
 3221 RAMOS CIRCLE
 SACRAMENTO, CA 95827-4444 (916) 361-3111



TOP VIEW



FRONT VIEW

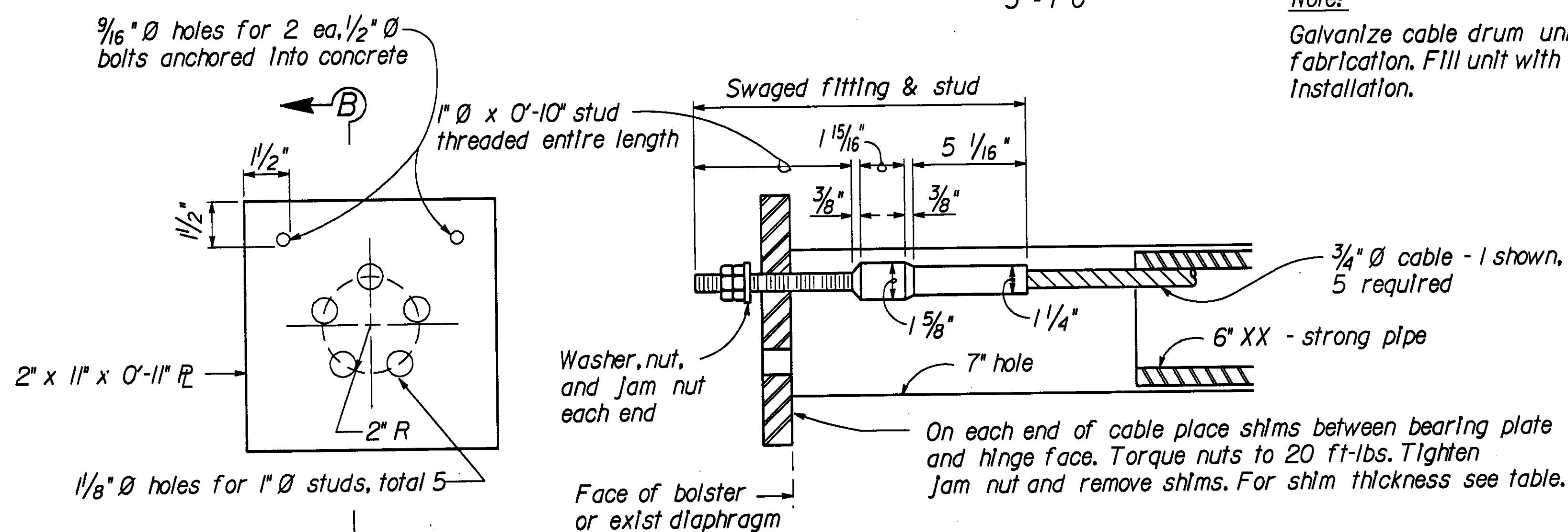


END VIEW

CABLE DRUM UNIT

3" = 1'-0"

Note:
Galvanize cable drum unit after fabrication. Fill unit with concrete before installation.



END VIEW

SECTION B - B

CABLE END ANCHORAGE

3" = 1'-0"

Note:
Cable, swaged fitting, stud, washer and bearing plate to be galvanized

NO CORRECTIONS THIS SHEET

AS BUILT

CORRECTIONS BY R. CRAIN

CONTRACT NO. 04-133D84

DATE 6/25/95 MET 29 FEB 96

SEASON	SHIM THICKNESS
Summer	2 1/2"
Fall/Spring	1 1/2"
Winter	1/2"

Note:
The contractor shall verify all controlling field dimensions before ordering or fabricating any material.

DESIGN OVERSIGHT
John Hu
 2/14/92
 SIGNOFF DATE

DESIGN	BY A. Carlton	CHECKED W. Kwan
DETAILS	BY C. L'Estrange	CHECKED W. Kwan
QUANTITIES	BY Y. Hu/B. Waldrop	CHECKED Y. N.

PREPARED FOR THE
 STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

Nash Tamanna
 PROJECT ENGINEER

BRIDGE NO.
 37-0270H
 POST MILE

EARTHQUAKE RETROFIT PROJECT NO. 68

THREE CONNECTOR VIADUCT

DRUM TYPE HINGE RESTRAINER DETAILS

DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES (PRELIMINARY STAGE ONLY)	SHEET	OF
	1/18/92 12/3/92 12/30/92	23	29

ORIGINAL SCALE IN INCHES
 FOR REDUCED PLANS

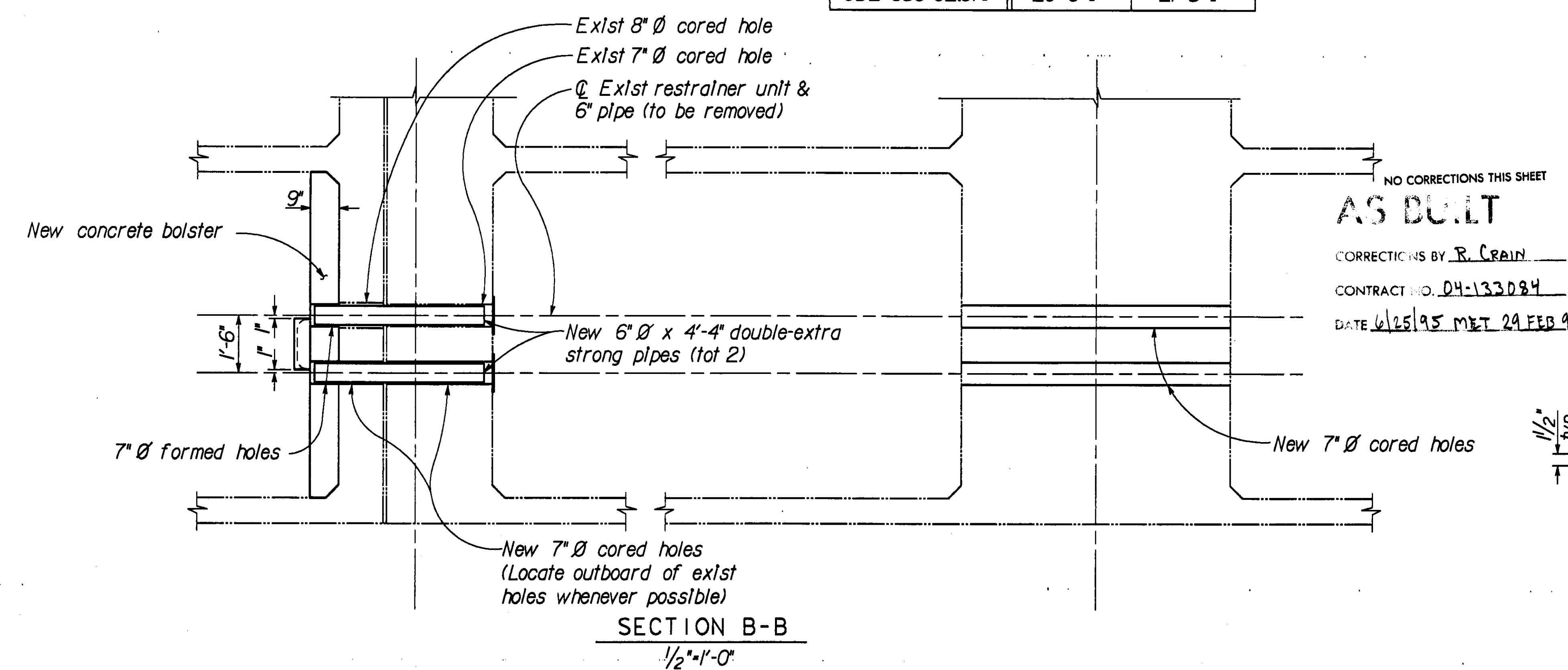
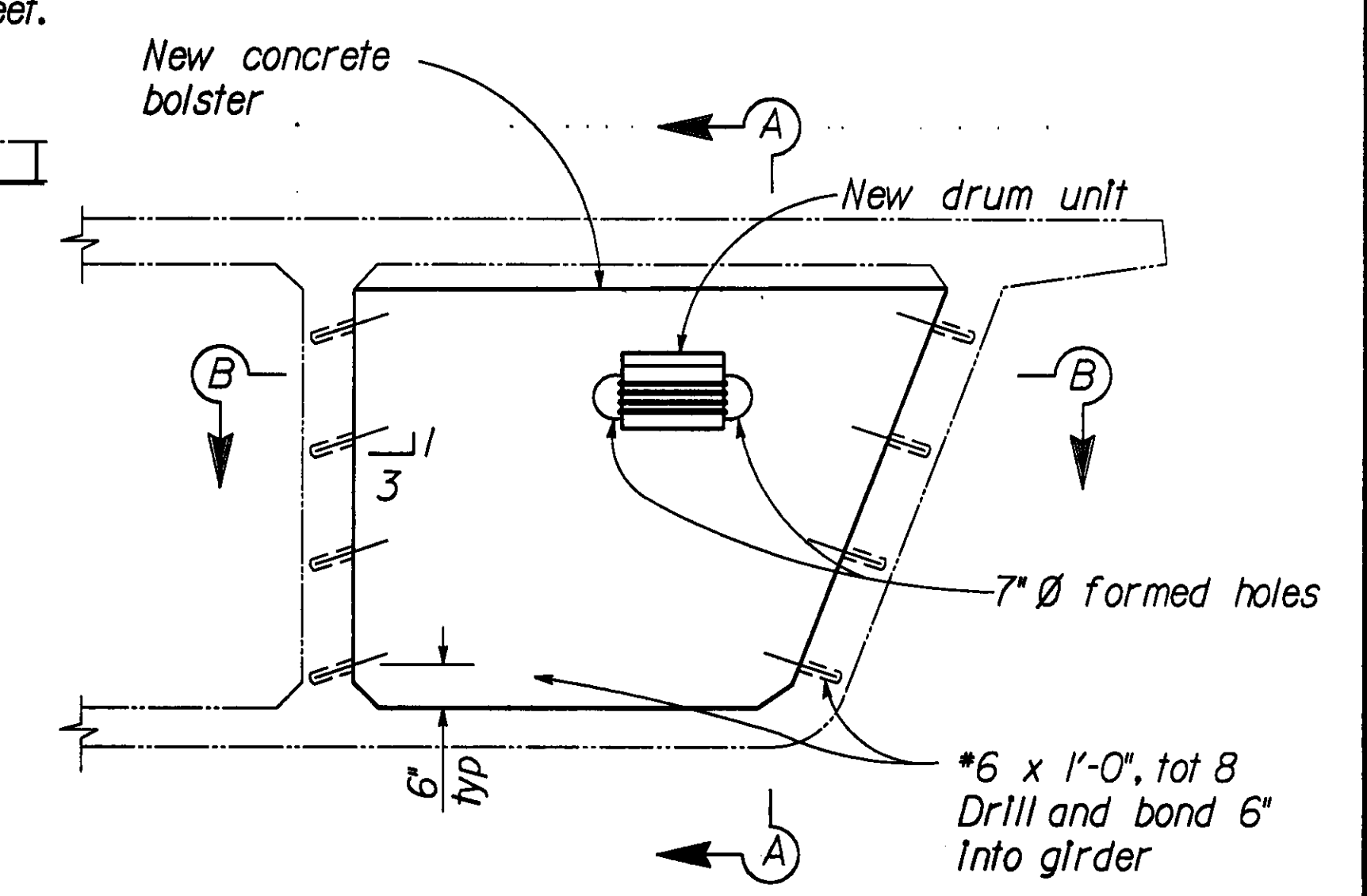
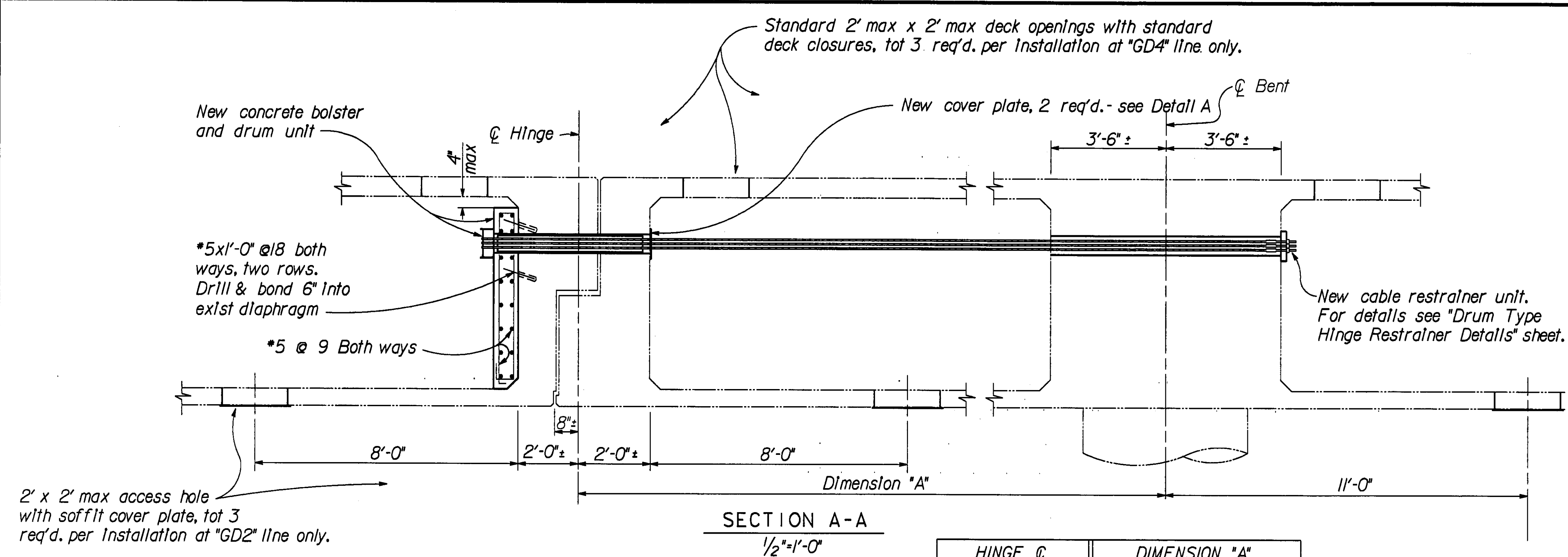
CU 04
 EA 13308K

790PHD05.DGN REV.06 KD 01/02/92

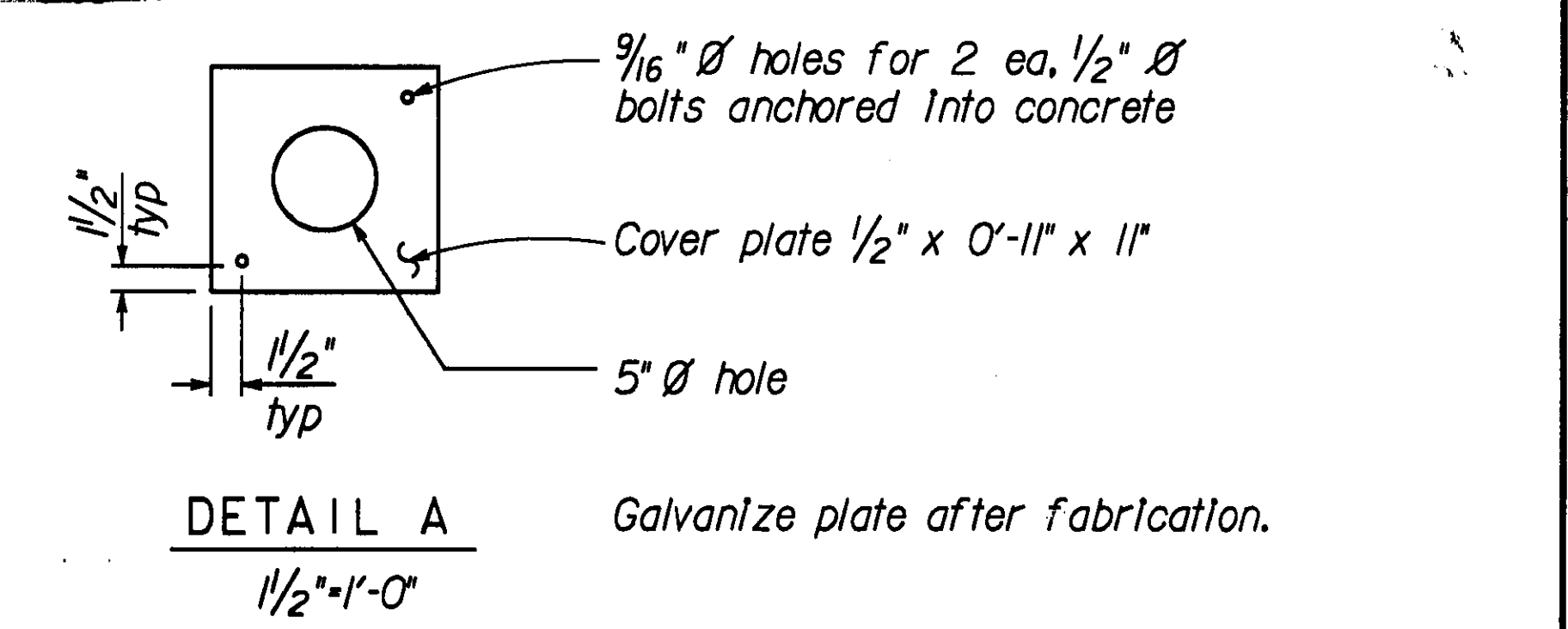
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	87,280	4.7/5.2, R2.2/R2.8	65	126

Neh. Samanai
REGISTERED CIVIL ENGINEER
No. 37289
Exp. 6-30-92
CIVIL
STATE OF CALIFORNIA

6-22-92
PLANS APPROVAL DATE
Dokken Engineering
3221 RAMOS CIRCLE
SACRAMENTO, CA 95827***** (916) 361-3111



NO CORRECTIONS THIS SHEET
AS BUILT
CORRECTIONS BY R. CRAIN
CONTRACT NO. 04-133084
DATE 6/25/95 MET 29 FEB 96



Note:
The contractor shall verify all controlling field dimensions before ordering or fabricating any material.

(Far end of hinge similar by opposite hand)

Note: Cable restrainers not shown for clarity

Existing shown thus

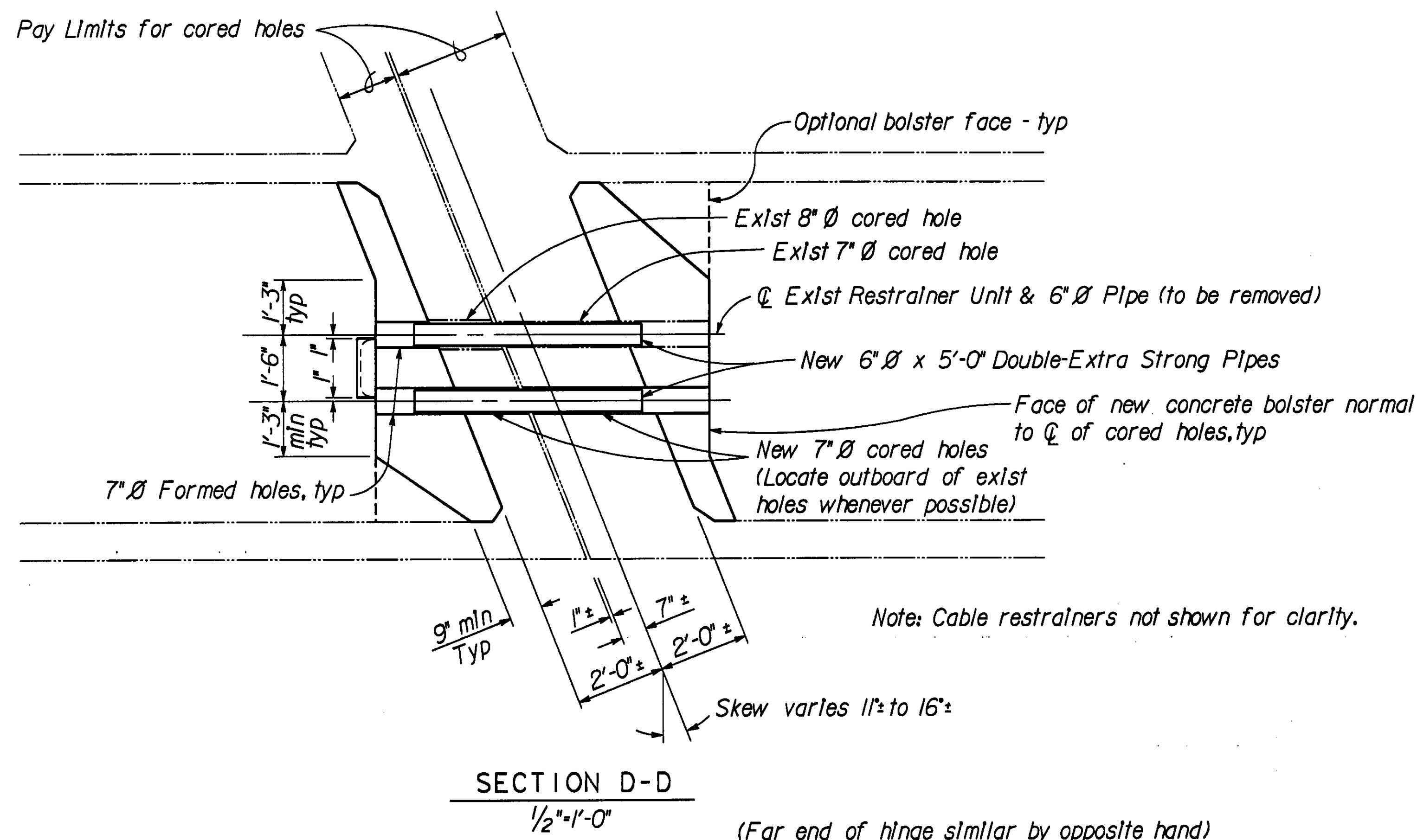
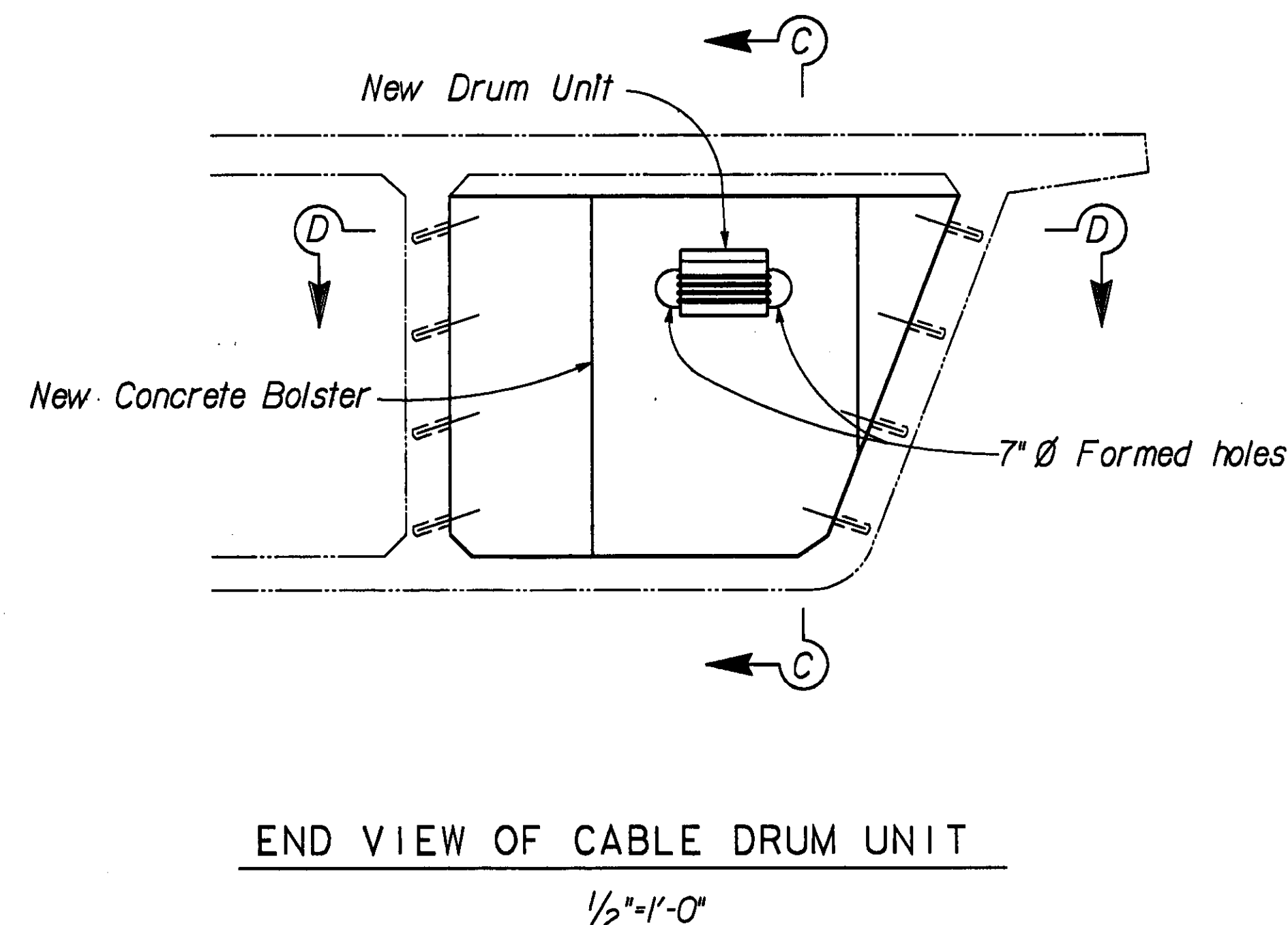
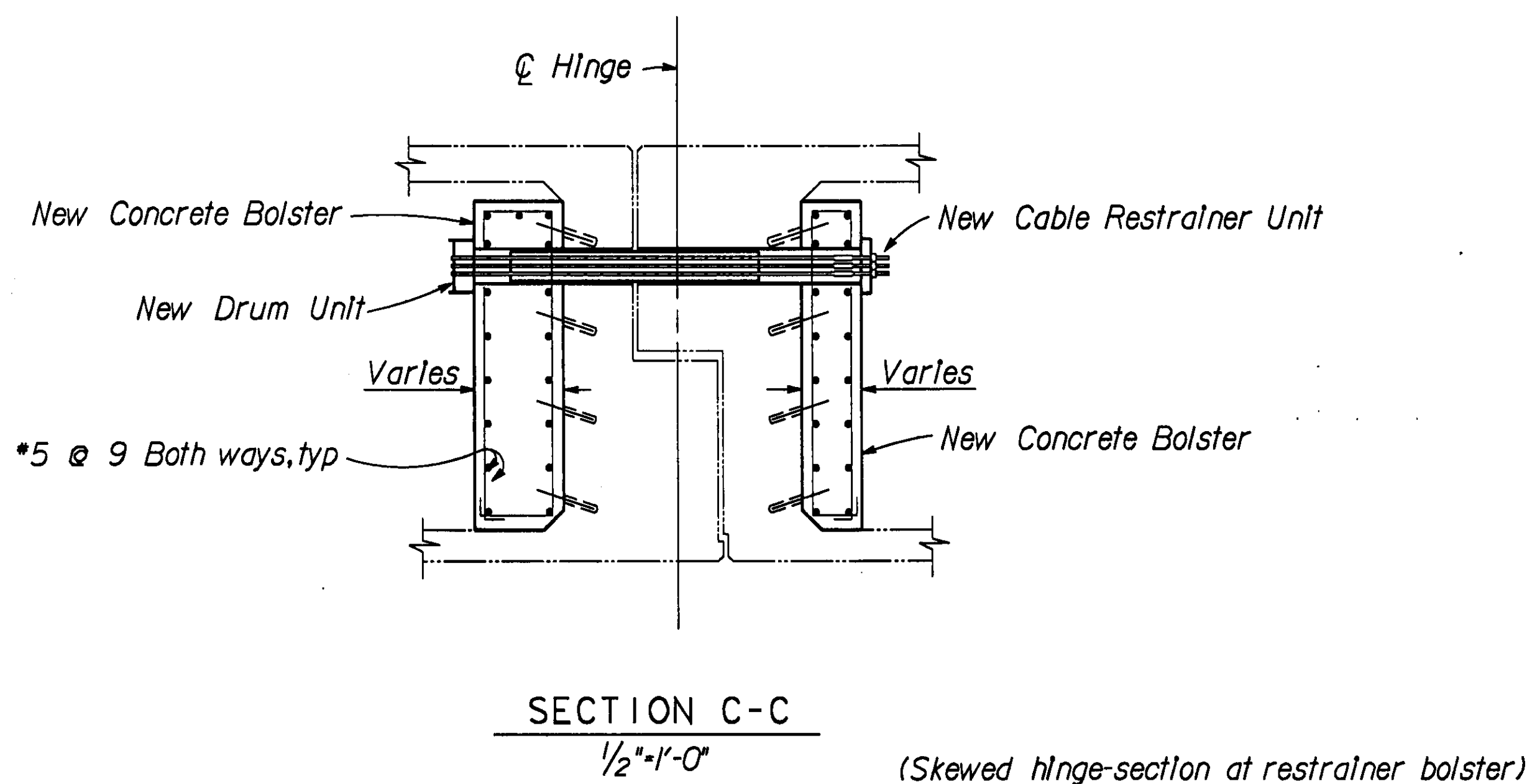
DESIGN OVERSIGHT 2/14/92 SIGNOFF DATE	DESIGN BY A. Carlton	CHECKED W. Kwan	PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION PROJECT ENGINEER	BRIDGE NO. 37-0270H	EARTHQUAKE RETROFIT PROJECT NO. 68 THREE CONNECTOR VIADUCT TYPE C HINGE RESTRAINER INSTALLATION
	DETAILS BY C. L'Estrange	CHECKED W. Kwan		POST MILE	
	QUANTITIES BY Y. Hu/B. Waldrop	CHECKED Y. N.			
	ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 2 3	CU 04 EA 13308K	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES (PRELIMINARY STAGE ONLY) 7/8/91 10/3/91 12/30/91	SHEET 22 OF 29

790PHD04.DGN REV.09 KD 01/02/92

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	87,280	4.7/5.2, R2.2/R2.8	64	126

Nash Tamanna
 REGISTERED CIVIL ENGINEER
 No. 37289
 Exp. 6-30-92
 CIVIL
 STATE OF CALIFORNIA

6-22-92
 PLANS APPROVAL DATE
 Dokken Engineering
 3221 RAMOS CIRCLE
 SACRAMENTO, CA 95827 ***** (916) 361-3111



Notes:

1. Location of exist cored holes approximate. Contractor to determine exact location.
2. For details not shown, see "Type A Hinge Restrainer Installation" sheet.
3. For restrainer details, see "Drum Type Hinge Restrainer Details" sheet.

NO CORRECTIONS THIS SHEET

AS BUILT

CORRECTIONS BY *R. CRAIN*

CONTRACT NO. *04-133084*

DATE *6/25/95* *MKT 29 FEB 96*

Existing shown thus _____

Note:
The contractor shall verify all controlling field dimensions before ordering or fabricating any material.

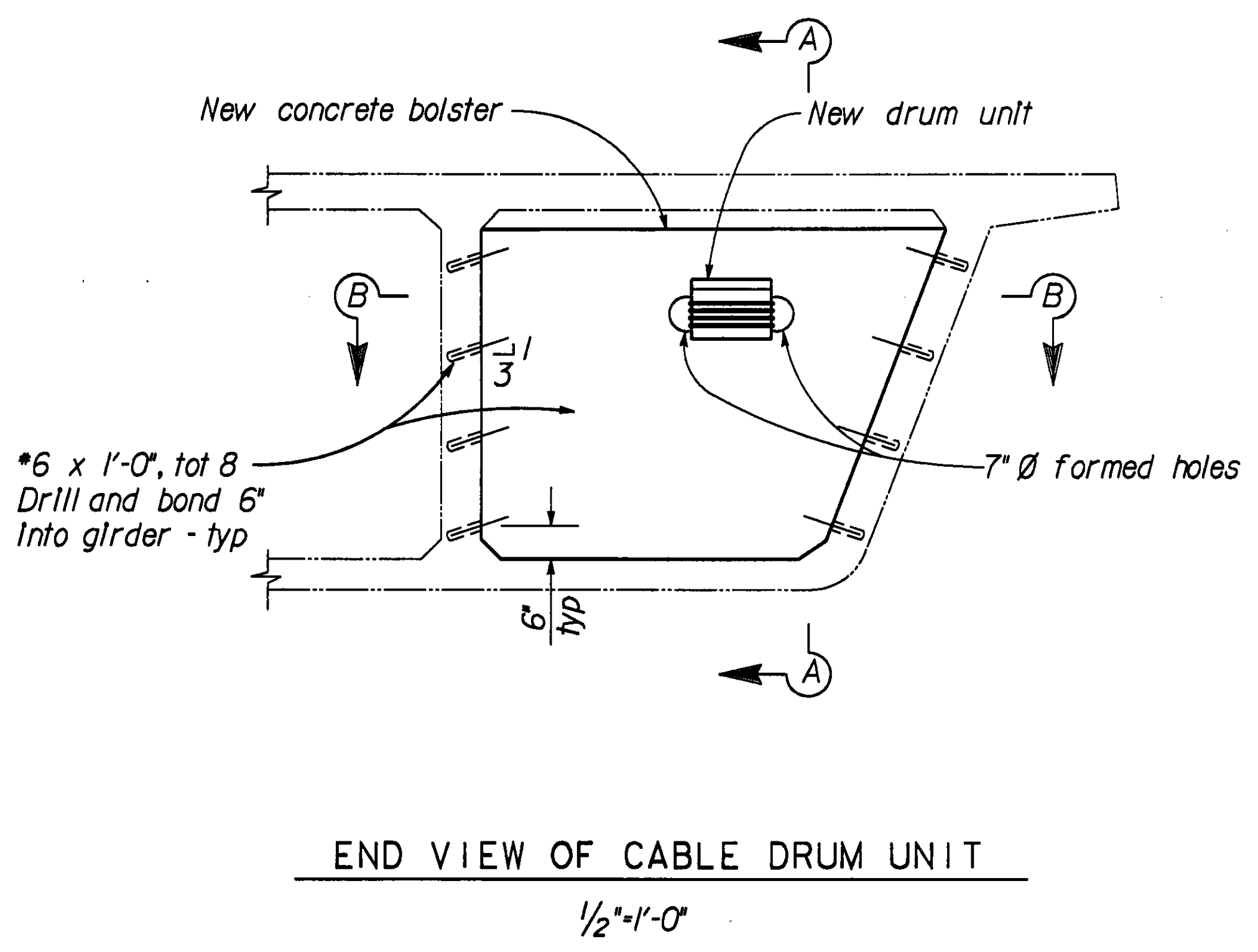
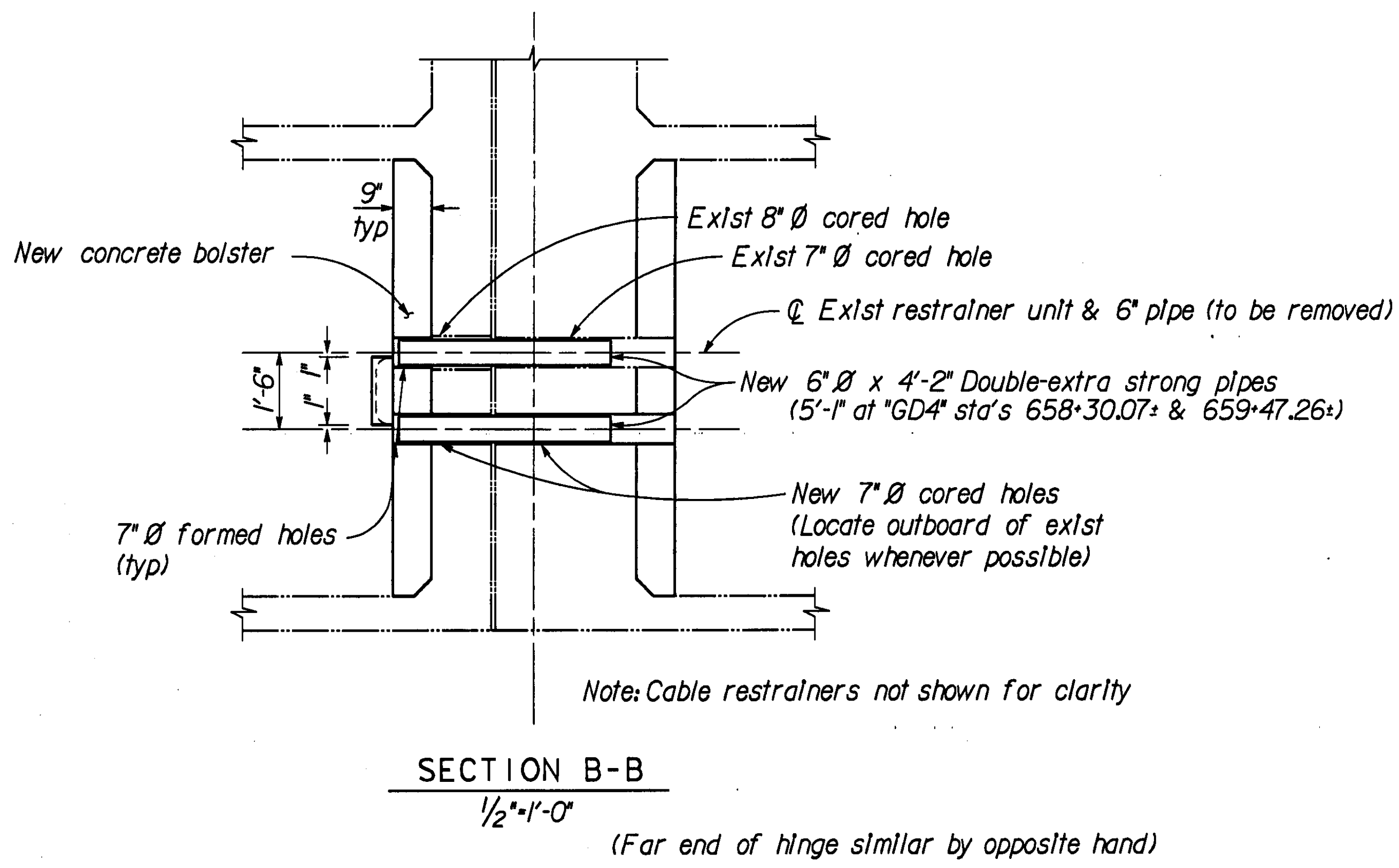
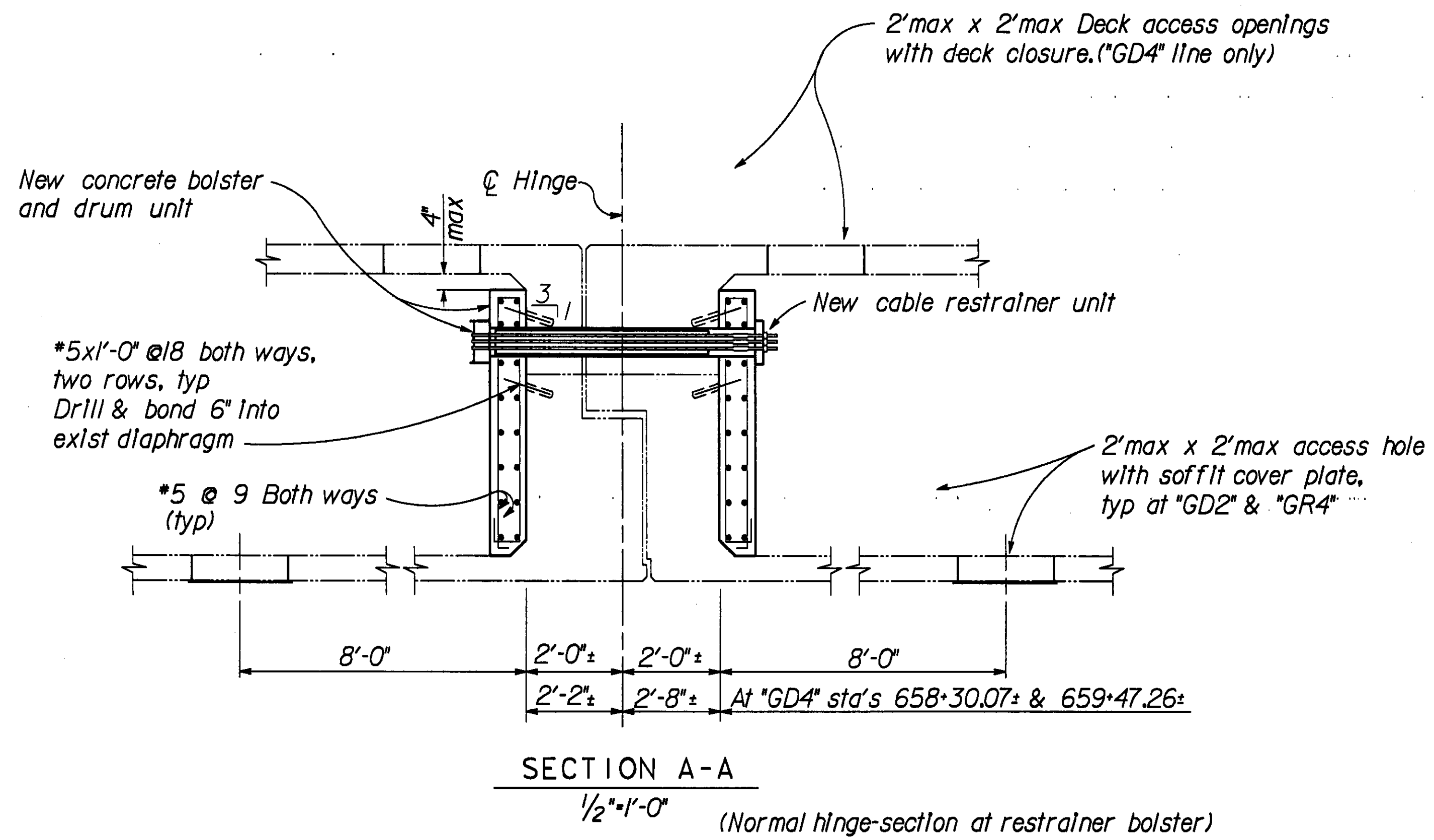
DESIGN OVERSIGHT <i>John L. Hu</i> 2/14/92 SIGNOFF DATE	DESIGN BY <i>A. Carlton</i>	CHECKED <i>W. Kwan</i>	PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	<i>Nash Tamanna</i> PROJECT ENGINEER	BRIDGE NO. 37-0270H	EARTHQUAKE RETROFIT PROJECT NO. 68 THREE CONNECTOR VIADUCT TYPE B HINGE RESTRAINER INSTALLATION
	DETAILS BY <i>C. L'Estrange</i>	CHECKED <i>W. Kwan</i>			POST MILE	
	QUANTITIES BY <i>Y. Hu/B. Waldrop</i>	CHECKED <i>Y. N.</i>			DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES (PRELIMINARY STAGE ONLY) 1/8/91 12/3/91 12/30/91
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS			0 1 2 3	CU 04 EA 13308K	SHEET 21 OF 29	

790PHD03.DGN REV.07 KD 01/02/92

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	87,280	4.7/5.2 R2.2/R2.8	63	126

Nash Tamanna
REGISTERED CIVIL ENGINEER
6-22-92
PLANS APPROVAL DATE
Dokken Engineering
3221 RAMOS CIRCLE
SACRAMENTO, CA 95827***** (916) 361-3111

PROFESSIONAL ENGINEER
N. Tamanna
No. 37289
Exp. 6-30-92
CIVIL
STATE OF CALIFORNIA



- Notes:
1. Location of exst cored holes approximate. Contractor to determine exact location.
 2. For restrainer details, see "Drum Type Hinge Restrainer Details" sheet.

NO CORRECTIONS THIS SHEET
AS BUILT
CORRECTIONS BY R. CRAIN
CONTRACT NO. 04-133084
DATE 6/25/95 MET 29 FEB 96

Note:
The contractor shall verify all controlling field dimensions before ordering or fabricating any material.

Existing shown thus ———

DESIGN OVERSIGHT <i>John S. Sanyal</i> 2/14/92 SIGNOFF DATE	DESIGN BY <u>A. Carlton</u> CHECKED <u>W. Kwan</u>	PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	<i>Nash Tamanna</i> PROJECT ENGINEER	BRIDGE NO. <u>37-0270H</u>	EARTHQUAKE RETROFIT PROJECT NO. 68	
	DETAILS BY <u>C. L'Estrange</u> CHECKED <u>W. Kwan</u>			POST MILE		THREE CONNECTOR VIADUCT
	QUANTITIES BY <u>Y. Hu/B. Waldrop</u> CHECKED <u>Y. N.</u>					TYPE A HINGE RESTRAINER INSTALLATION
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3			CU 04 EA 13308K	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES (PRELIMINARY STAGE ONLY) 7/8/91 10/1/91 12/30/91	SHEET 20 OF 29

790PHD02.DGN REV.07 KD 01/02/92

DIST

COUNTY

ROUTE

POST MILES
TOTAL PROJECT

SHEET NO.

TOTAL SHEETS

04

SCI

87,280

4.7/5.2,
R2.2/R2.8

62

126

Nah Tamanna

REGISTERED CIVIL ENGINEER

6-22-92

PLANS APPROVAL DATE

Dokken Engineering

3221 RAMOS CIRCLE
SACRAMENTO, CA 95827***** (916) 361-3111

REGISTERED PROFESSIONAL ENGINEER

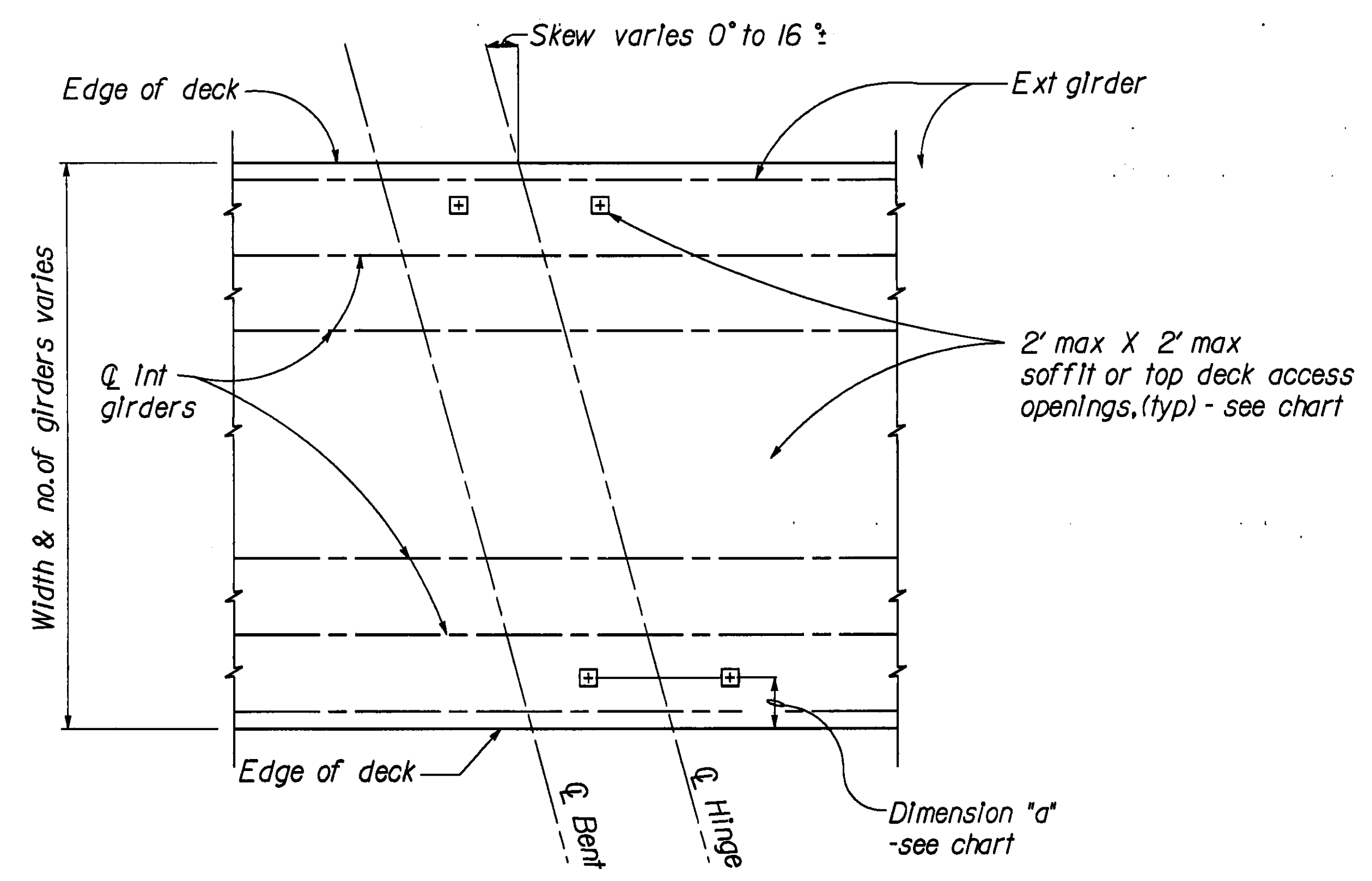
N. Tamanna

No. 37289

Exp. 6-30-92

CIVIL

STATE OF CALIFORNIA



PARTIAL PLAN AT TYPICAL HINGE
No scale

HINGE LOCATION	NO. OF NEW RESTRAINER SETS	RESTRAINER INSTALLATION TYPE	RESTRAINER LOCATIONS	SKEW *	EXIST RESTRAINER	LOCATION OF SOFFIT OPENINGS DIMENSION "a"	LOCATION OF DECK-OPENING TOP-DECK
"GD4" 648+29.73 ±	2	A	EX	0°	Yes	*	
"GD4" 651+78.23 ±	2	A	EX	0°	Yes	*	*
"GD4" 655+35.07 ±	2	C	EX	0°	Yes	*	*
"GD4" 658+30.07 ±	2	A	EX	0°	Yes	*	
"GD4" 659+47.26 ±	2	A	EX	0°	Yes	*	
"GR4" 662+79 ±	2	B	EX	Var 11° to 16°	Yes	8'-0"	
"GR4" 665+90.45 ±	2	A	EX	0°	Yes/NO	8'-0"	
"GR4" 669+29.97 ±	2	A	EX	0°	Yes	7'-8"	
"GR4" 673+11.47 ±	2	A	EX	0°	Yes	7'-8"	
"GD2" 646+97.85 ±	2	A	EX	0°	Yes	8'-0"	
"GD2" 650+58.35 ±	2	A	EX	0°	Yes	8'-0"	8'-0" *
"GD2" 653+62.81	2	C	EX	0°	Yes	8'-0"	8'-0" *
"GD2" 657+07.81 ±	2	A	EX	0°	Yes	8'-0"	
"GD2" 659+43.31 ±	2	A	EX	0°	Yes	8'-0"	
"GD2" 661+78.31 ±	2	A	EX	0°	Yes	8'-0"	

* Deck opening done instead of soffit opening
EX - Exterior bays

RESTRAINER LOCATION KEY AND CHART

For details of various types of restrainer installations, see "Hinge Restrainer Details" sheet.

* "GD4" only, access shall be through existing top deck closure.

AS BUILT
CORRECTIONS BY R. CRAIN
CONTRACT NO. 04-133084
DATE 6/25/95 MET 29 FEB 96

Note:
The contractor shall verify all controlling field dimensions before ordering or fabricating any material.

DESIGN

BY A. Carlton

CHECKED W. Kwan

DETAILS

BY C. L'Estrange

CHECKED W. Kwan

QUANTITIES

BY Y. Hu/B. Waldrop

CHECKED Y. N.

PREPARED FOR THE

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

Nah Tamanna

PROJECT ENGINEER

BRIDGE NO.

37-0270H

POST MILE

EARTHQUAKE RETROFIT PROJECT NO. 68

THREE CONNECTOR VIADUCT

HINGE RESTRAINER LAYOUT

ORIGINAL SCALE IN INCHES

FOR REDUCED PLANS

0 1 2 3

CU 04

EA 13308K

DISREGARD PRINTS BEARING

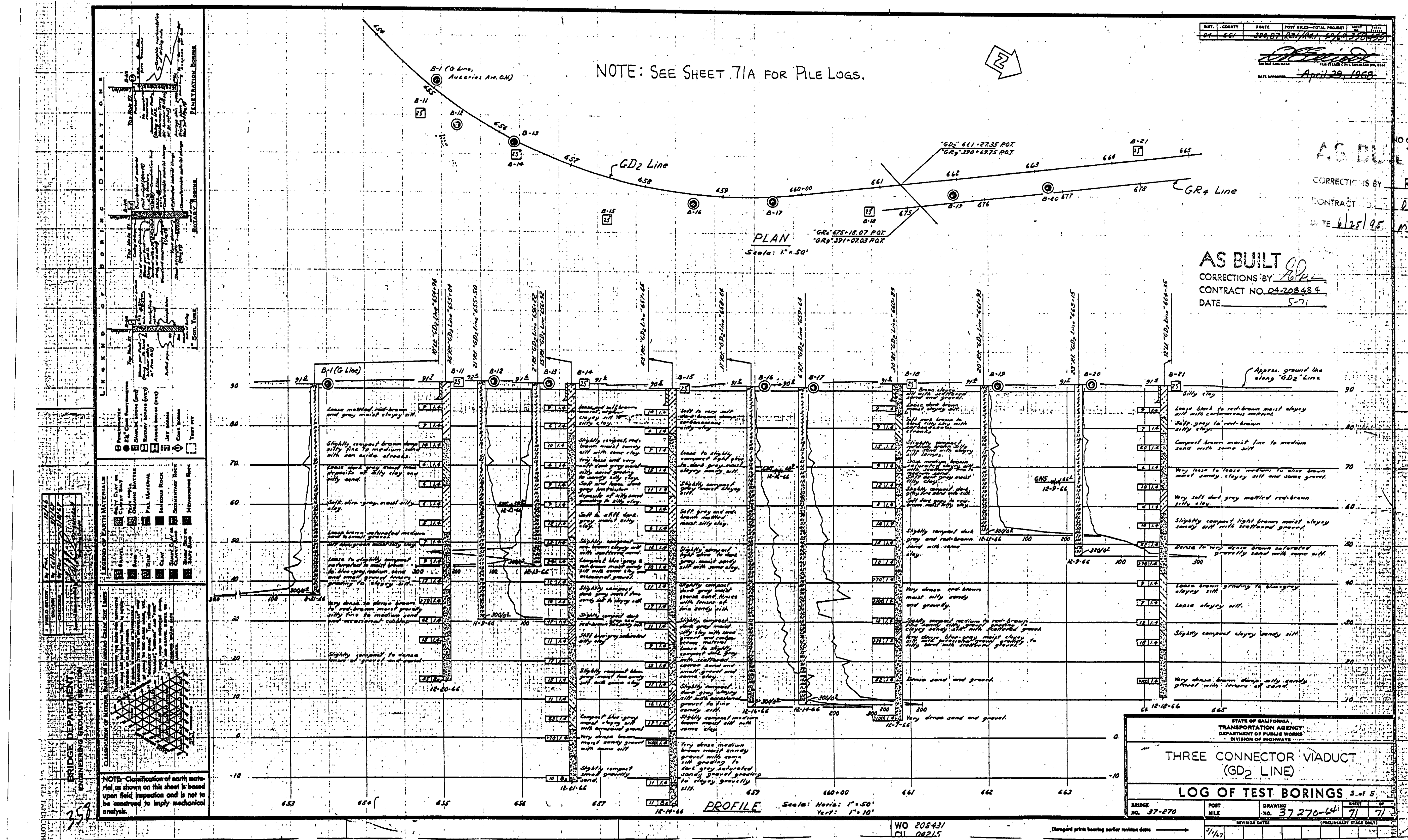
EARLIER REVISION DATES

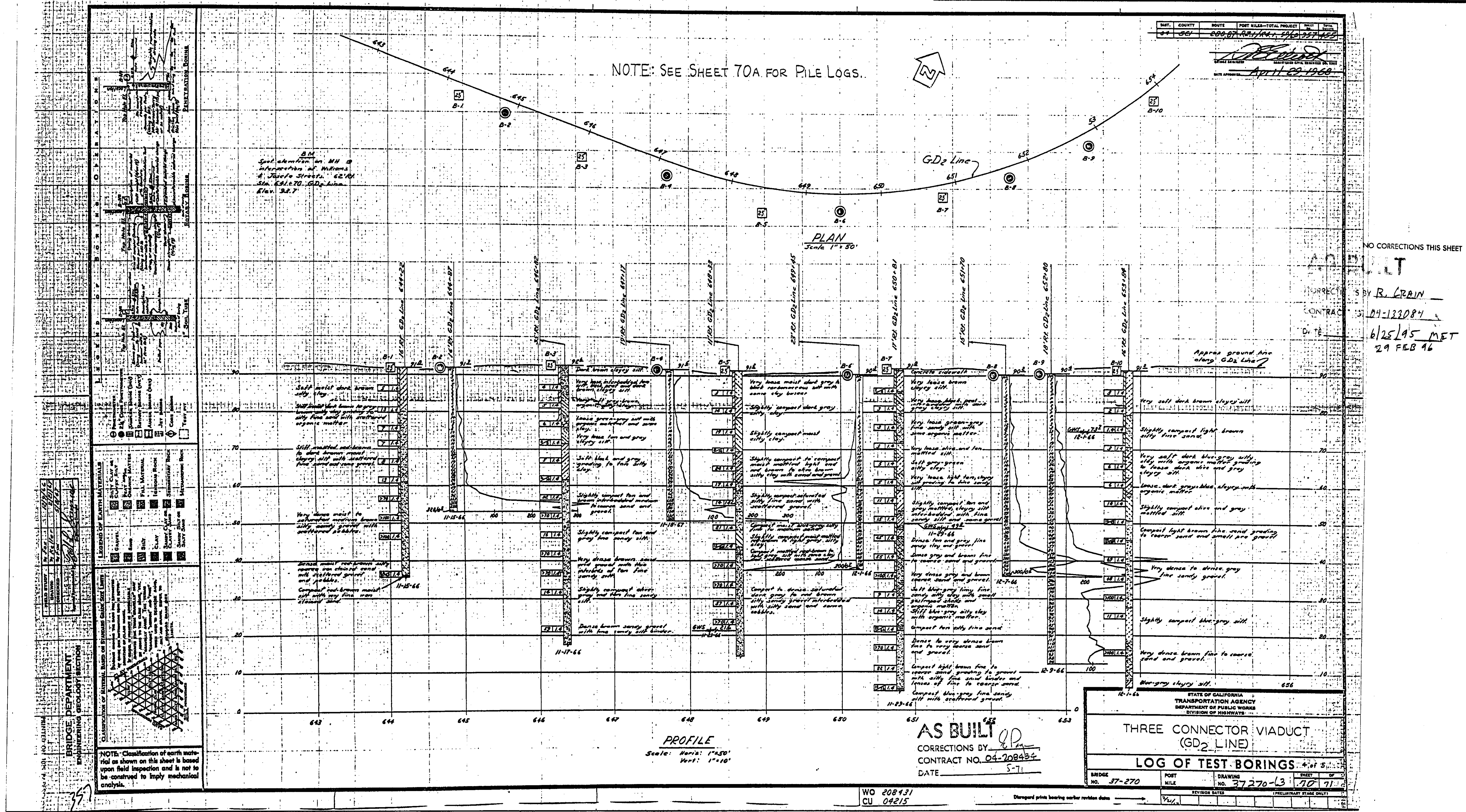
7/18/95 10/1/95 12/30/95

REVISION DATES (PRELIMINARY STAGE ONLY)

SHEET 19 OF 29

750PHD01.DGN REV.06 KD 01/08/92

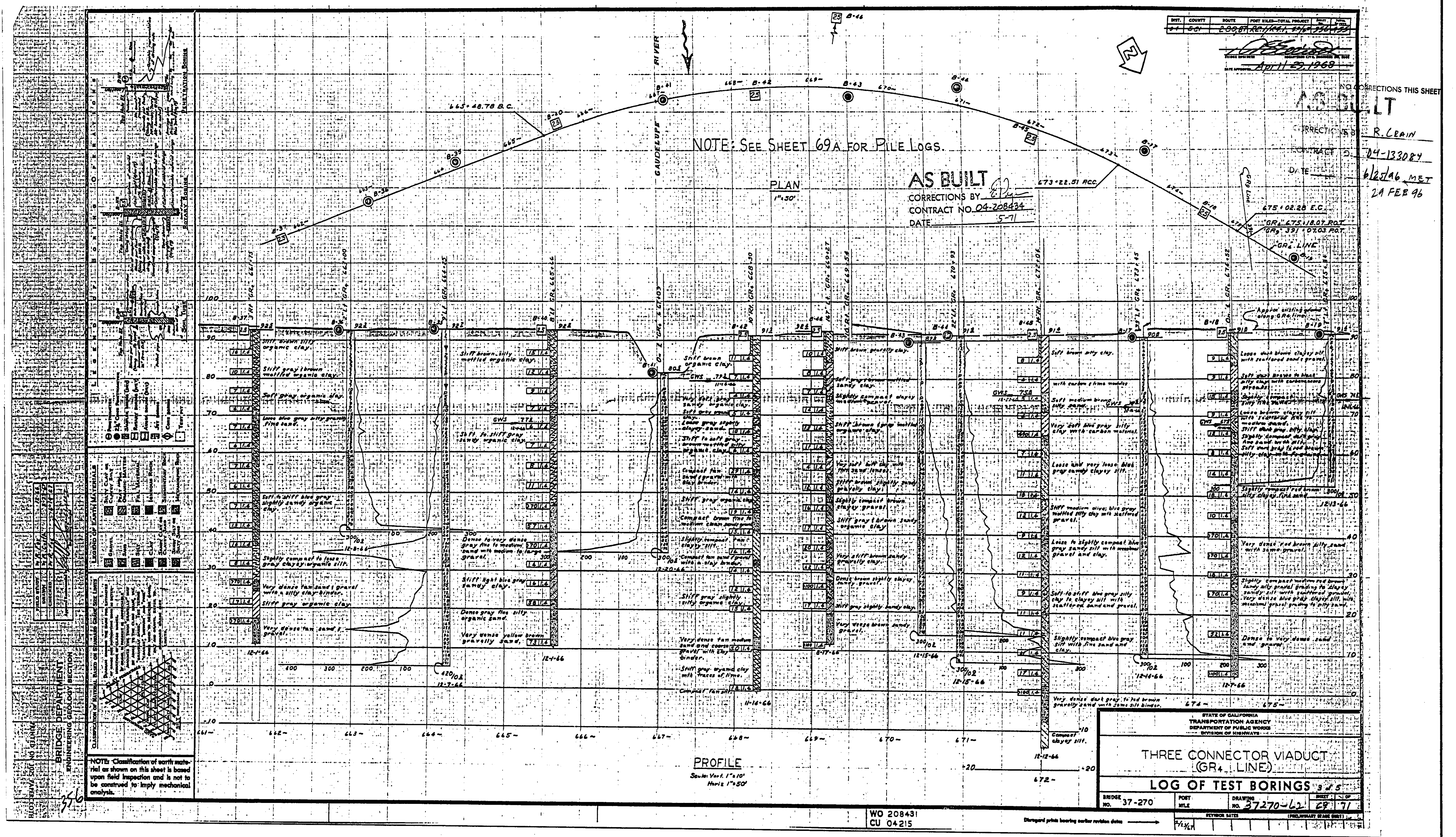




EARTHQUAKE RETROFIT PROJECT NO. 68

THREE CONNECTOR VIADUCT

AS-BUILT LOG OF TEST BORINGS 4 OF 5

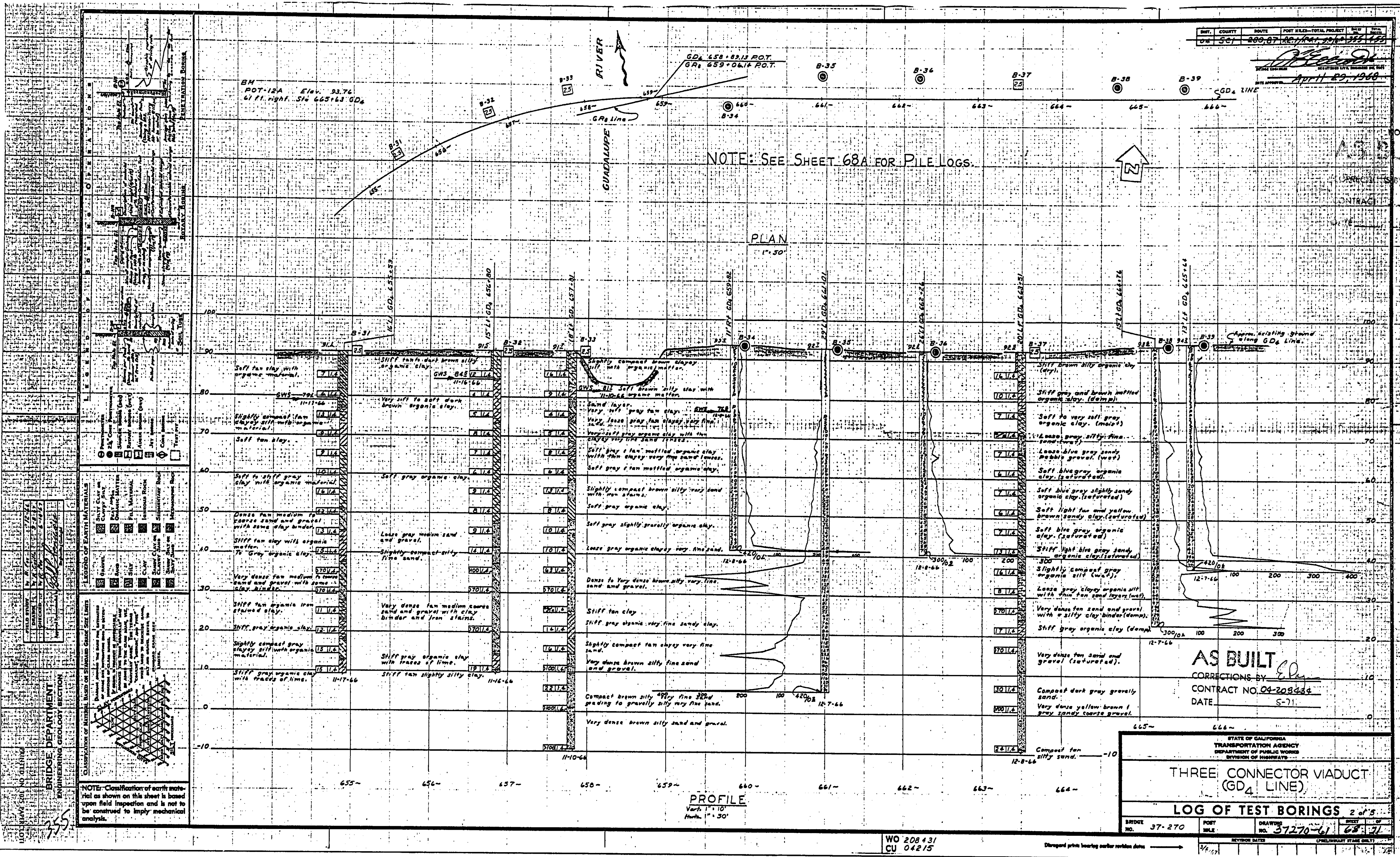


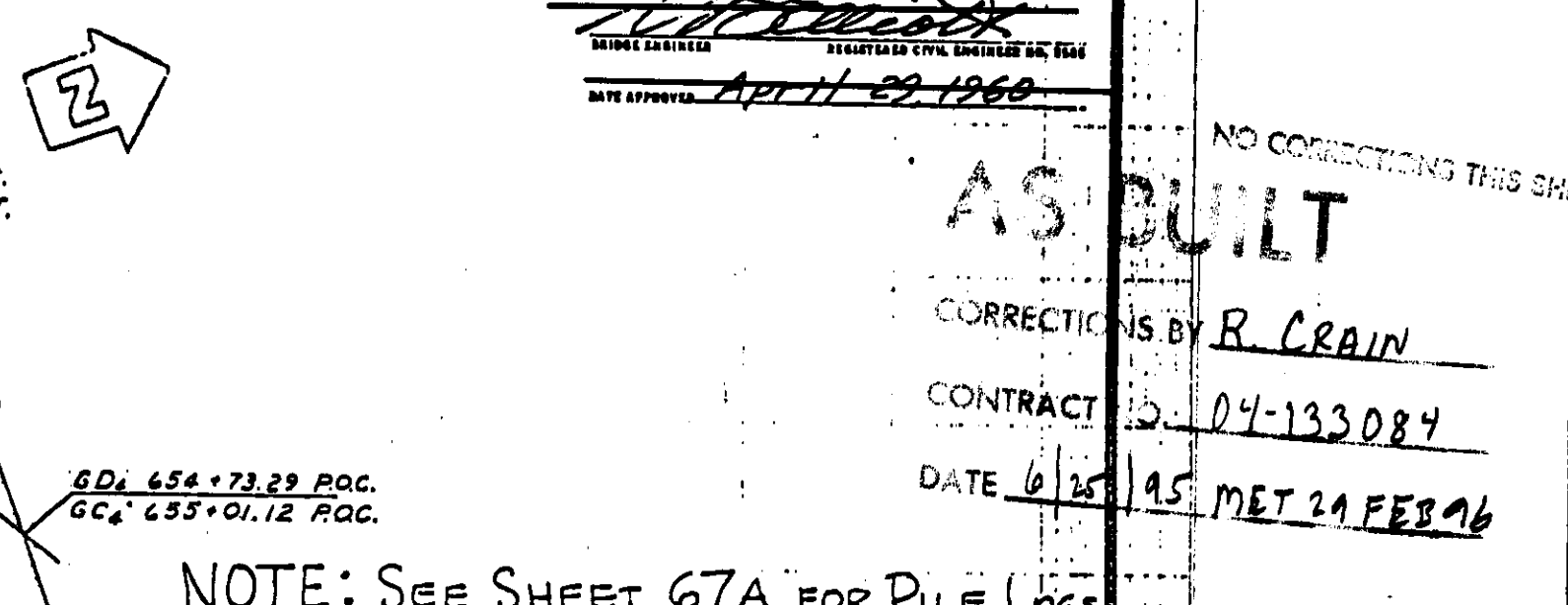
AA DESIGN OVERSIGHT 2/14/92 SIGN OFF DATE		NOTE: ADDITIONAL AS-BUILT FOUNDATION DATA MAY BE AVAILABLE AT THE DIVISION OF NEW TECHNOLOGY, MATERIALS AND RESEARCH, 5900 FOLSOM BOULEVARD, SACRAMENTO, CALIFORNIA 95819		DESIGN BY CHECKED		BY CHECKED		BY CHECKED		QUANTITIES		ORIGINAL SCALE IN INCHES FOR REDUCED PLANS		0 1 2 3		CU EA		BRIDGE NO. 37-270 POST MILE		DISREGARD PRINTS BEARING EARLIER REVISION DATES		REVISION DATES (PRELIMINARY STAGE ONLY)		SHEET 27		OF 29	

EARTHQUAKE RETROFIT PROJECT NO. 68

THREE CONNECTOR VIADUCT

AS-BUILT LOG OF TEST BORINGS 3 OF 5



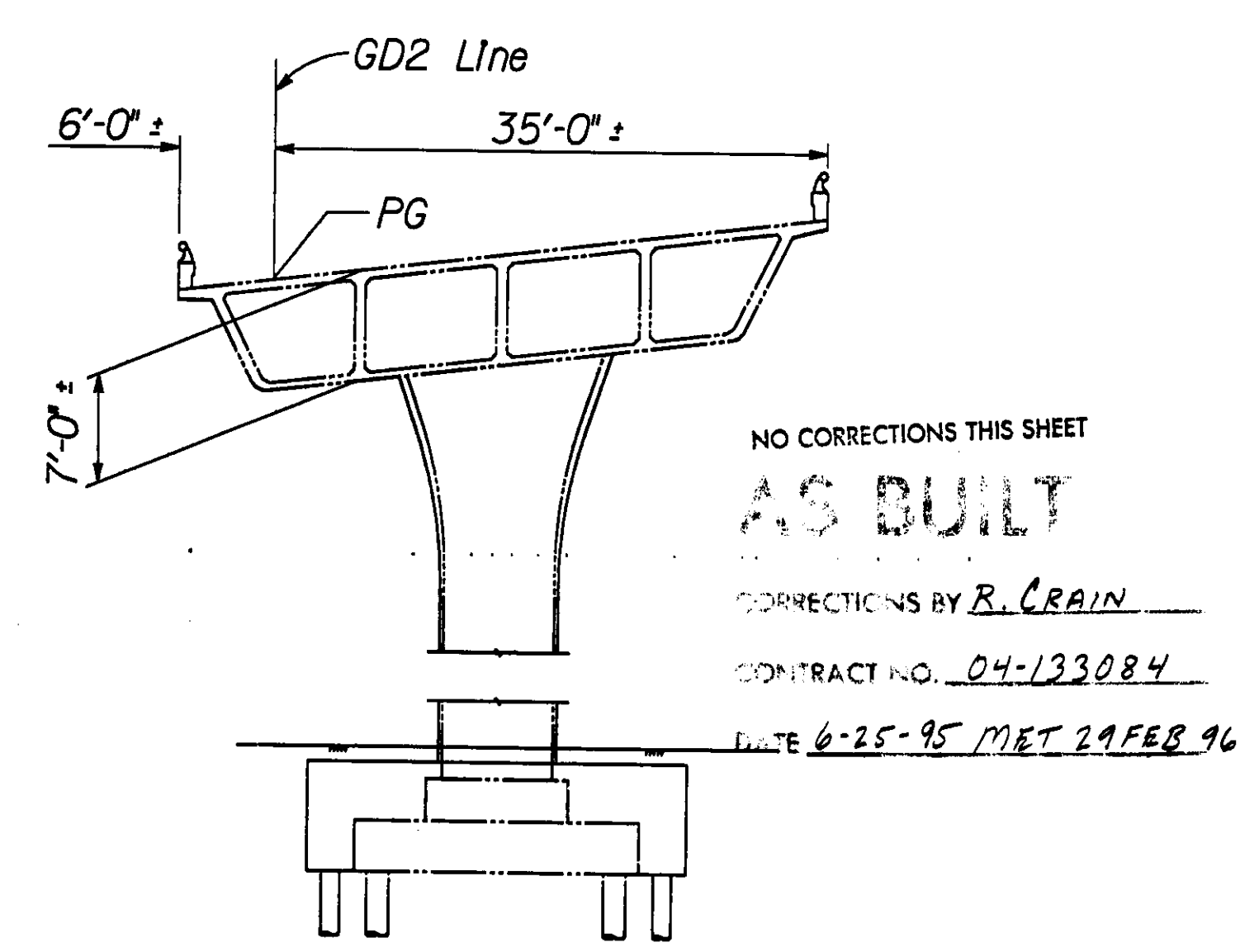


DESIGN OVERSIGHT <i>John P. Gandy</i> 2/14/92 SIGN OFF DATE		NOTE: ADDITIONAL AS-BUILT FOUNDATION DATA MAY BE AVAILABLE AT THE DIVISION OF NEW TECHNOLOGY, MATERIALS AND RESEARCH 5900 FOLSOM BOULEVARD, SACRAMENTO, CALIFORNIA 95819		DESIGN BY DETAILS BY QUANTITIES BY		CHECKED CHECKED CHECKED		PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER <i>Neel Sanmari</i>		BRIDGE NO. 37-270 POST MILE		EARTHQUAKE RETROFIT PROJECT NO. 68 THREE CONNECTOR VIADUCT AS-BUILT LOG OF TEST BORINGS 1 OF 5	
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS								0 1 2 3		CU EA		DISREGARD PRINTS BEARING EARLIER REVISION DATES		REVISION DATES (PRELIMINARY STAGE ONLY) SHEET 25 OF 29	

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	87,280	4.7/5.2 R2.2/R2.8	44	126

Nah Tamannaie
 REGISTERED CIVIL ENGINEER
 No. 37289
 Exp. 6-30-92
 CIVIL
 STATE OF CALIFORNIA

6-22-92
 PLANS APPROVAL DATE
 Dokken Engineering
 3221 RAMOS CIRCLE
 SACRAMENTO, CA 95827-9999 (916) 361-3111



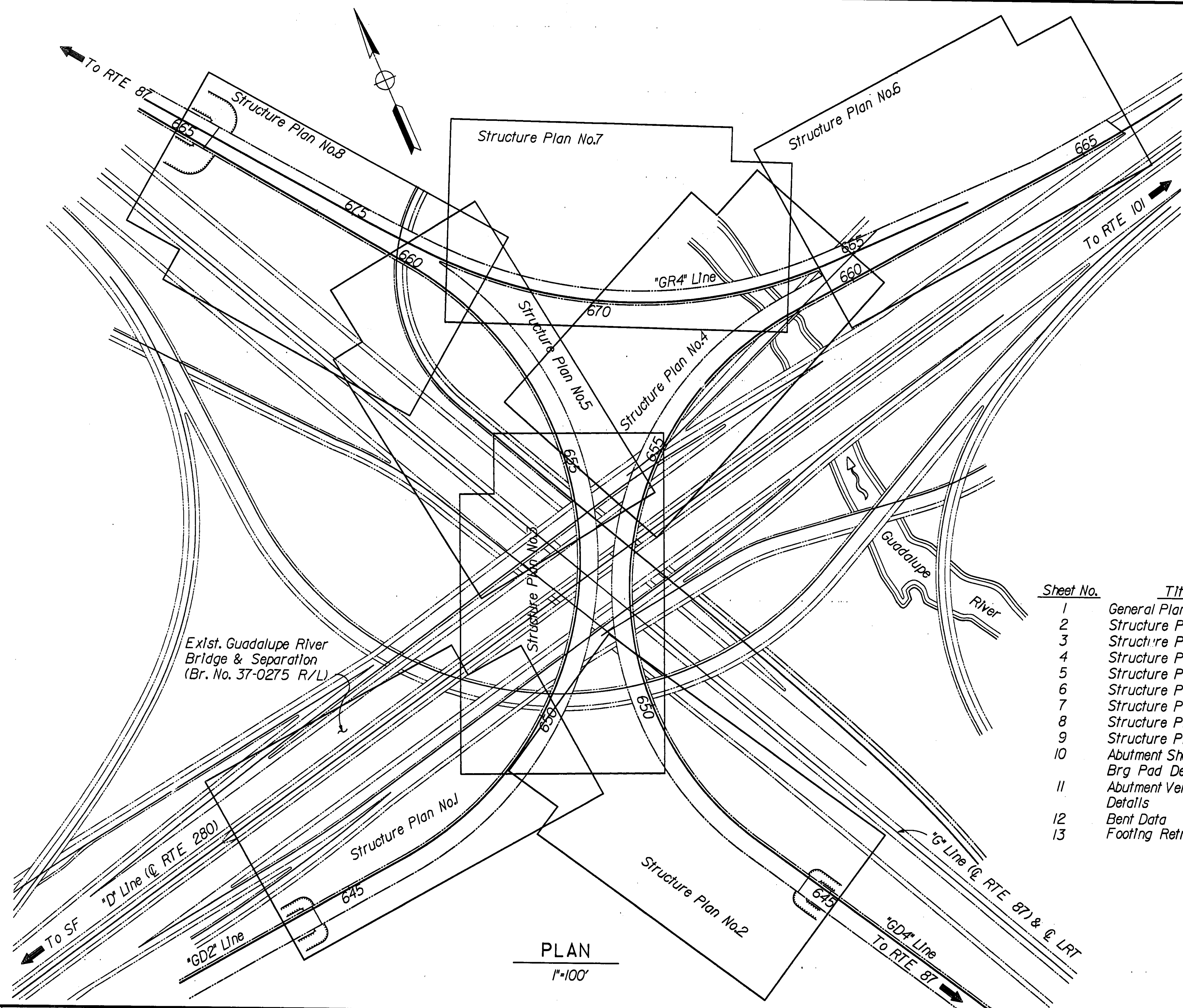
TYPICAL SECTION
 1'-10"
 (CLASS F RETROFIT SHOWN)
 INDEX TO PLANS

Sheet No.	Title	Sheet No.	Title
1	General Plan	14	Footling Retrofit Details No.2
2	Structure Plan No.1	15	Column Retrofit Details
3	Structure Plan No.2	16	Column Enlargement Details
4	Structure Plan No.3	17	Pile Details - Class 100
5	Structure Plan No.4	18	Earthwork Details
6	Structure Plan No.5	19	Hinge Restrainer Layout
7	Structure Plan No.6	20	Type A Hinge Restrainer Installation
8	Structure Plan No.7	21	Type B Hinge Restrainer Installation
9	Structure Plan No.8	22	Type C Hinge Restrainer Installation
10	Abutment Shear Key & Brg Pad Details	23	Drum Type Hinge Restrainer Details
11	Abutment Vertical Restrainer Details	24	Deck and Soffit Openings
12	Bent Data	25	As - Built Log of Test Borings 1 of 5
13	Footling Retrofit Details No.1	26	As - Built Log of Test Borings 2 of 5
		27	As - Built Log of Test Borings 3 of 5
		28	As - Built Log of Test Borings 4 of 5
		29	As - Built Log of Test Borings 5 of 5

Notes :
 The contractor shall verify all controlling field dimensions before ordering or fabricating any material.
 Existing shown thus _____
 For pile tip elevations, see "Bent Data" sheet.
 For General Notes see "Structure Plan No.1" sheet.
 For traffic control see Road Plans.

EARTHQUAKE RETROFIT PROJECT NO. 68
THREE CONNECTOR VIADUCT
GENERAL PLAN

BRIDGE NO.	37-0270H	POST MILE	
DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES (PRELIMINARY STAGE ONLY)	SHEET	OF
	1/8/92 10/3/92 2/20/92	1	29



DESIGN OVERSIGHT <i>John H. Lange</i> 2/14/92	DESIGN BY Y. Hu	CHECKED W. Kwan	LOAD FACTOR DESIGN	BY YIWEI HU	CHECKED W. Kwan	PLANS AND SPECS COMPARED B. K.	PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER <i>Nah Tamannaie</i>
DETAILS BY C. L'Estrange	CHECKED W. Kwan	LAYOUT	BY YIWEI HU	CHECKED W. Kwan	PLANS AND SPECS COMPARED B. K.			
QUANTITIES BY Y. Hu/B. W.	CHECKED Y. N.	SPECIFICATIONS	BY N. Tamannaie					

ORIGINAL SCALE IN INCHES
 FOR REDUCED PLANS

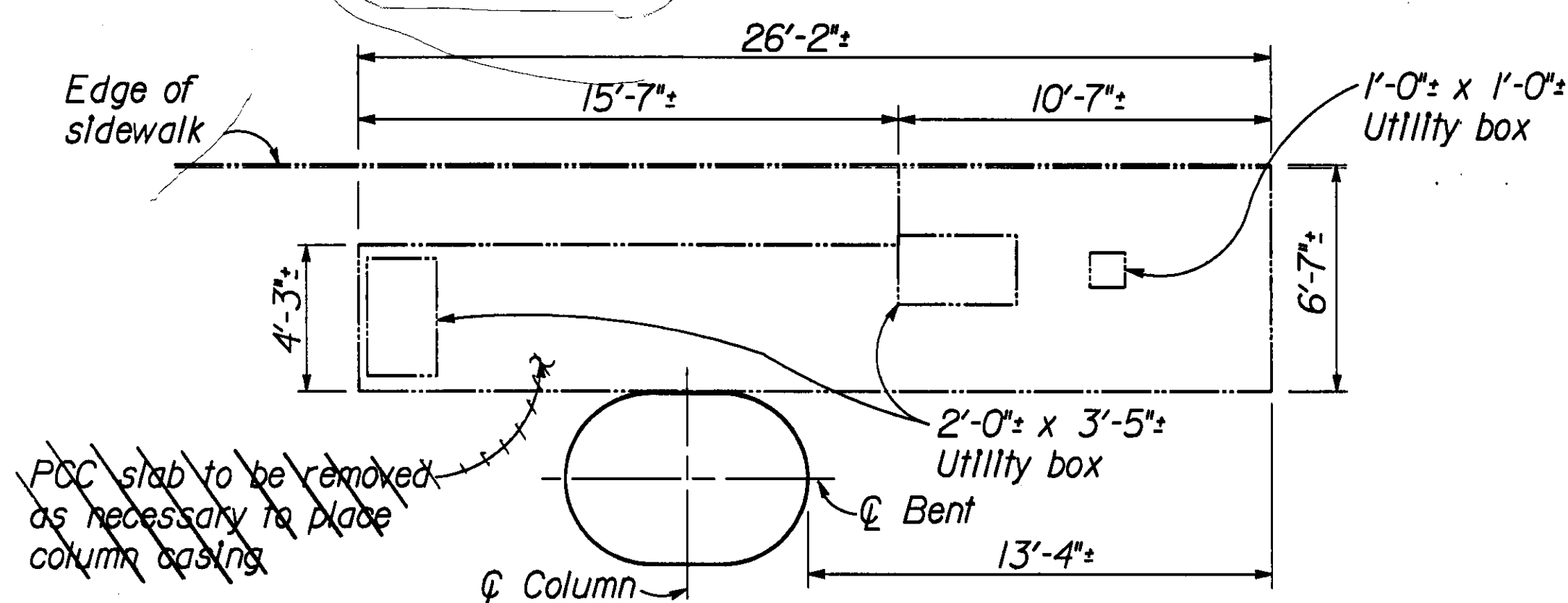
CU 04
 EA 13308K

730PGP01.DGN REV. 10 RD 01/11/92

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	87,280	4.7/5.2 R2.2/R2.8	61	126

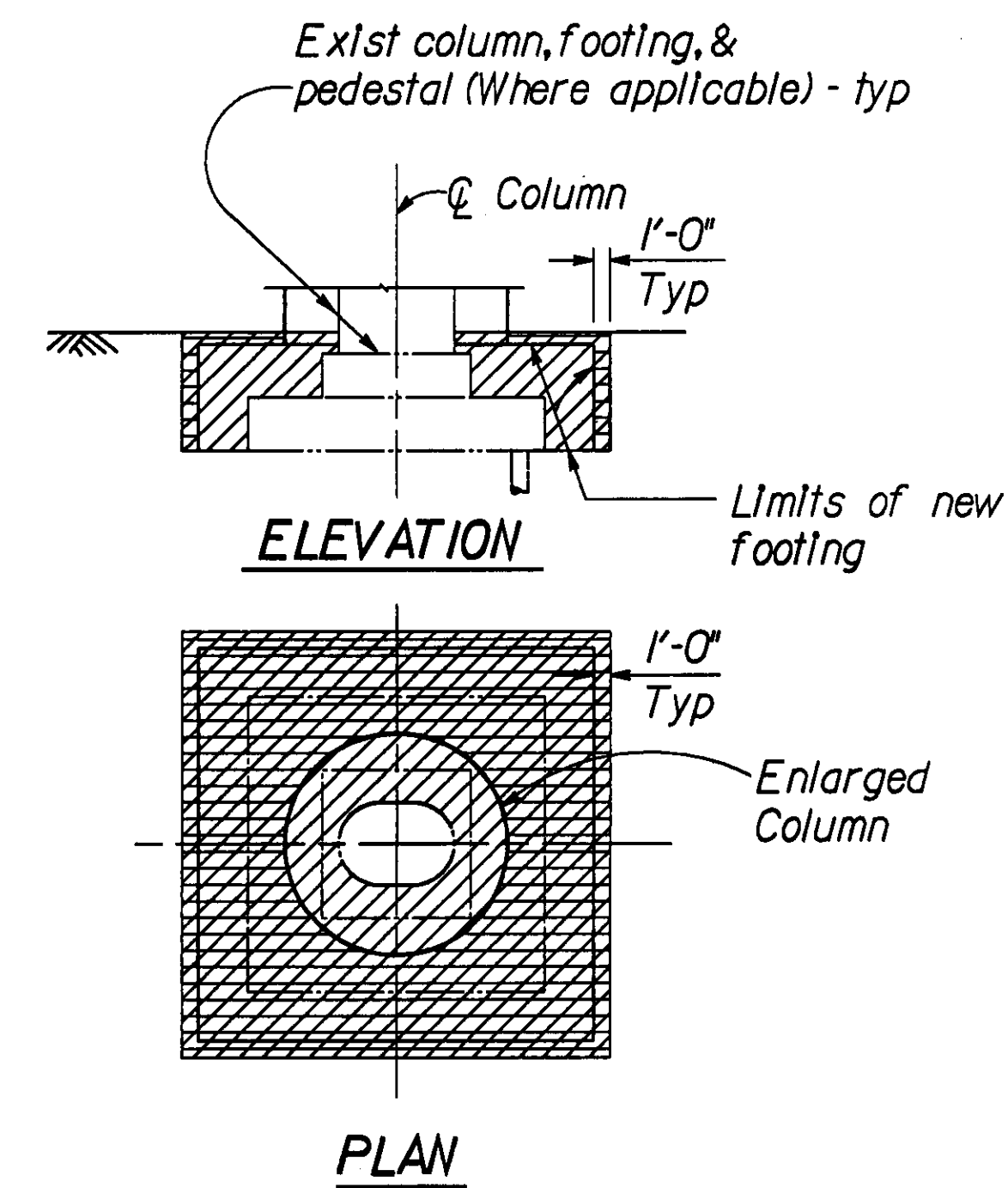
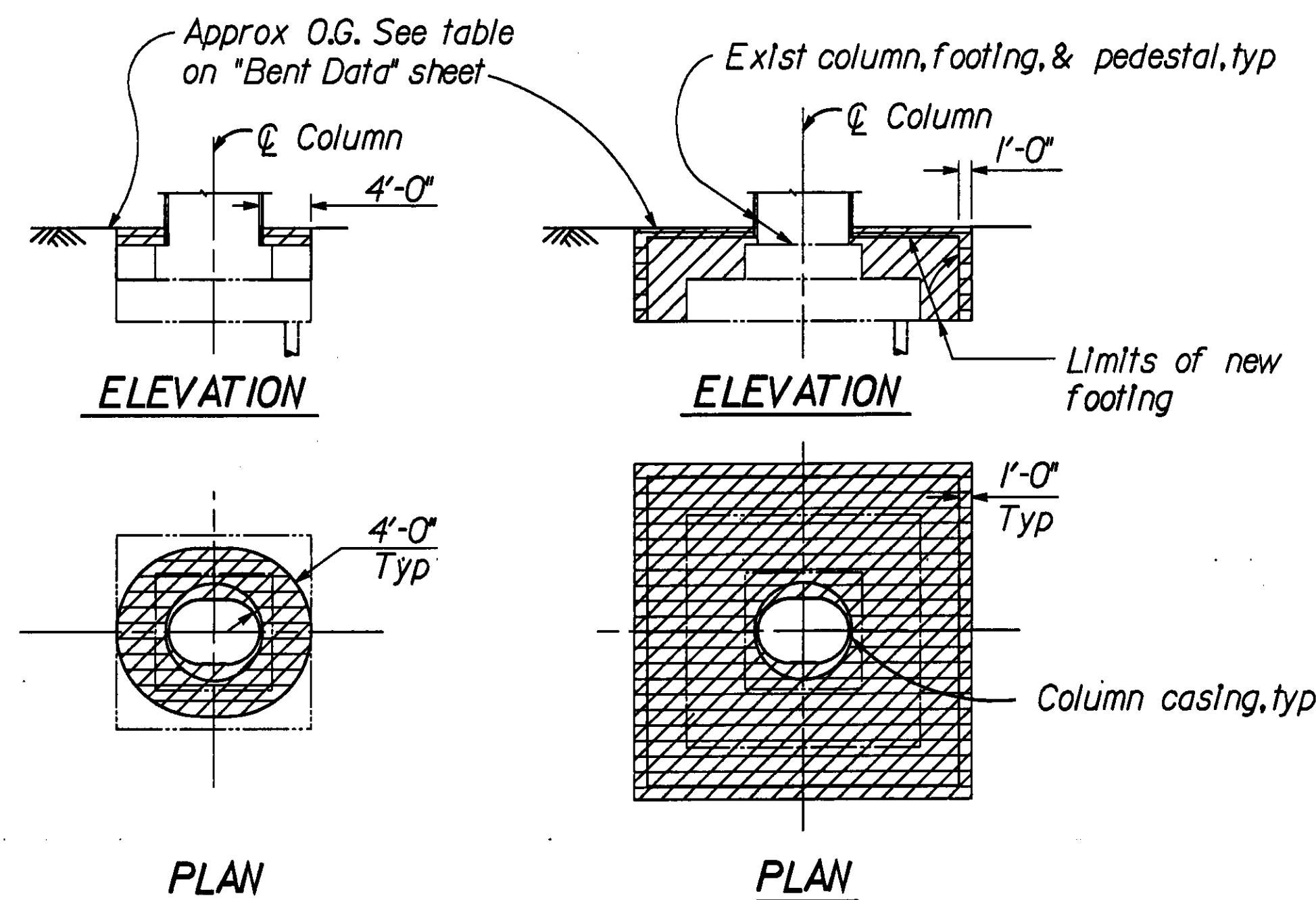
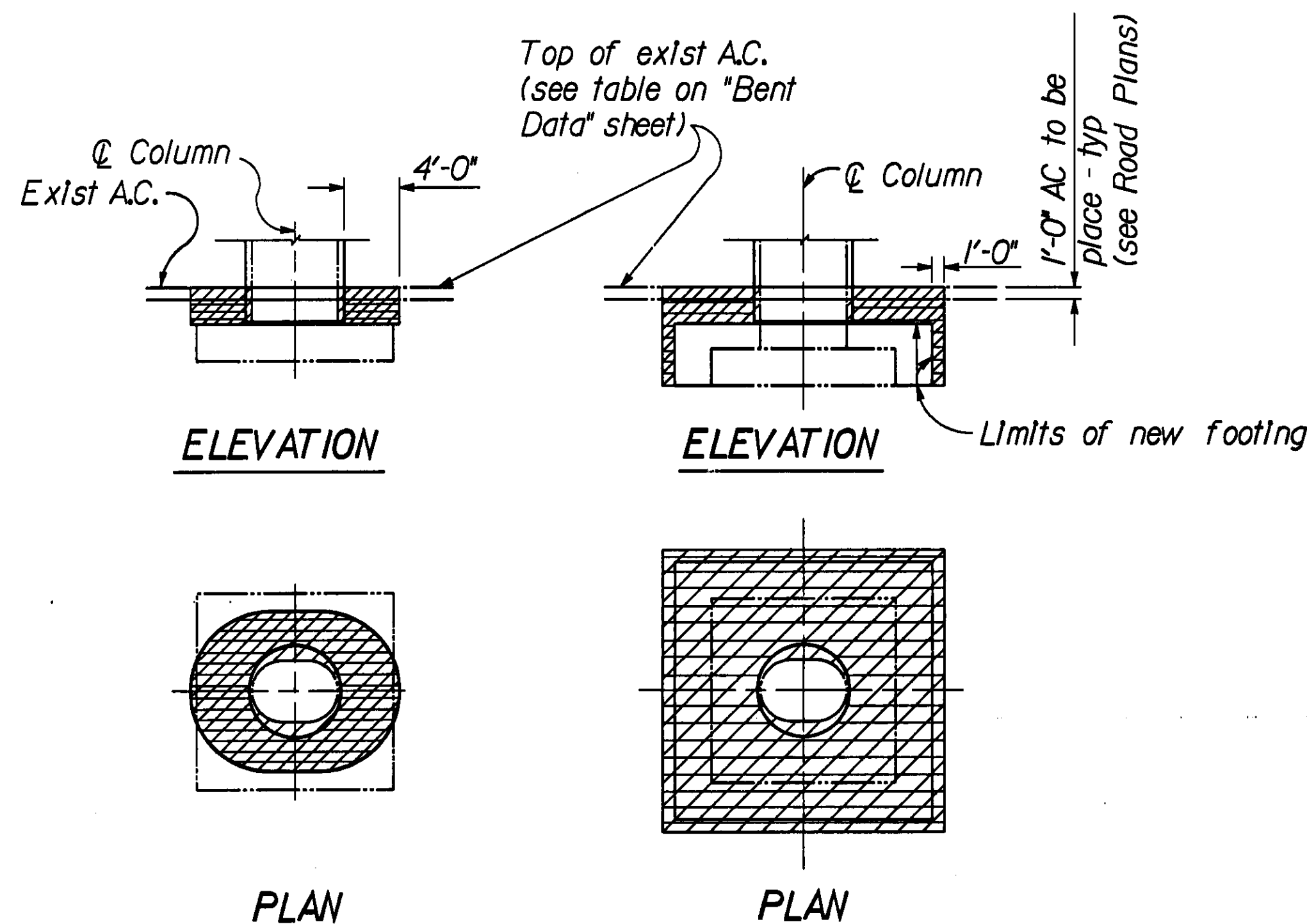
Nash Samanai
 REGISTERED CIVIL ENGINEER
 No. 37289
 Exp. 6-30-92
 CIVIL
 STATE OF CALIFORNIA

6-22-92
 PLANS APPROVAL DATE
 Dokken Engineering
 3221 RAMOS CIRCLE
 SACRAMENTO, CA 95827 ***** (916) 361-3111



PLAN AT BENT 18 "GD2"

Notes:
 No Scale
 1. Conflicting utility boxes and underground lines to be relocated by others. See "Electrical Plans".
 2. Contractor to replace PCC slab after completion of work.



CLASS P/F COLUMN RETROFIT

CLASS F COLUMN RETROFIT

CLASS P/F COLUMN RETROFIT

CLASS F COLUMN RETROFIT

ENLARGED COLUMNS

TYP BENTS IN AC PAVED AREAS

TYP BENTS IN SOIL ONLY

AS BUILT

CORRECTIONS BY R. CRAIN

CONTRACT NO. 04-133084

DATE 6/25/95 MET 29 FEB 96

Existing shown thus

Structure excavation (Bridge)
 Structure backfill (Bridge)

STRUCTURE EXCAVATION AND BACKFILL PAY LIMITS

No Scale.

Note:
 The contractor shall verify all controlling field dimensions before ordering or fabricating any material.

DESIGN OVERSIGHT
 SIGNOFF DATE
 2/14/92

DESIGN	BY Y. Hu	CHECKED W. Kwan
DETAILS	BY C. L'Estrange	CHECKED W. Kwan
QUANTITIES	BY Y. Hu/B. Waldrop	CHECKED Y. N.

PREPARED FOR THE
 STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

Nash Samanai
 PROJECT ENGINEER

BRIDGE NO.
 37-0270H
 POST MILE

EARTHQUAKE RETROFIT PROJECT NO. 68

THREE CONNECTOR VIADUCT

EARTHWORK DETAILS

ORIGINAL SCALE IN INCHES
 FOR REDUCED PLANS
 0 2 3

CU 04
 EA 13308K

DISREGARD PRINTS BEARING
 EARLIER REVISION DATES

REVISION DATES (PRELIMINARY STAGE ONLY)
 1/8/92 12/5/92 12/30/92

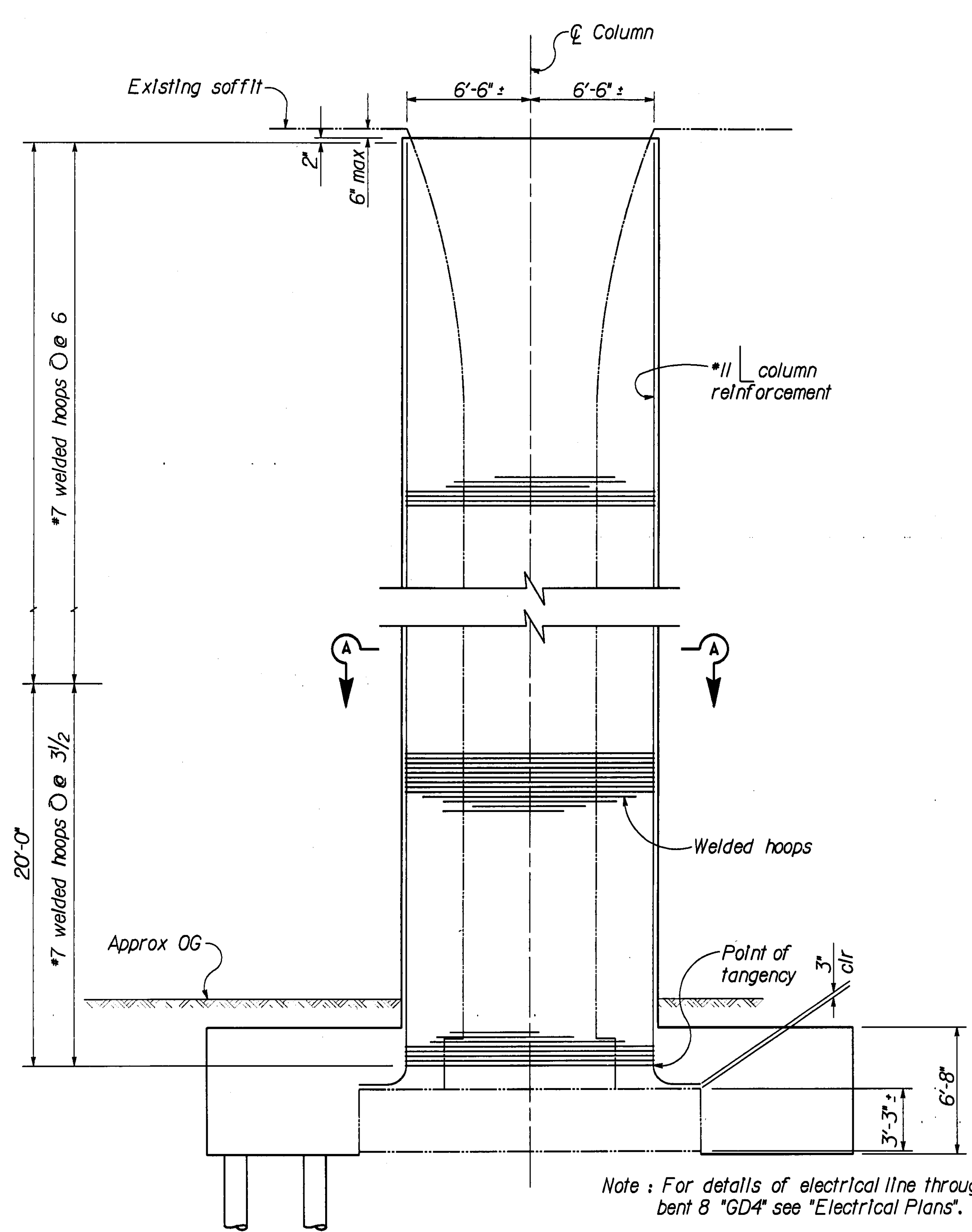
SHEET 18 OF 29

790PMD02.DGN REV.07 KD 01/02/92

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	87,280	4.715.2, R2.2/R2.8	59	126

Neh Tamanna
REGISTERED CIVIL ENGINEER
6-22-92
PLANS APPROVAL DATE
Dokken Engineering
3221 RAMOS CIRCLE
SACRAMENTO, CA 95827***** (916) 361-3111

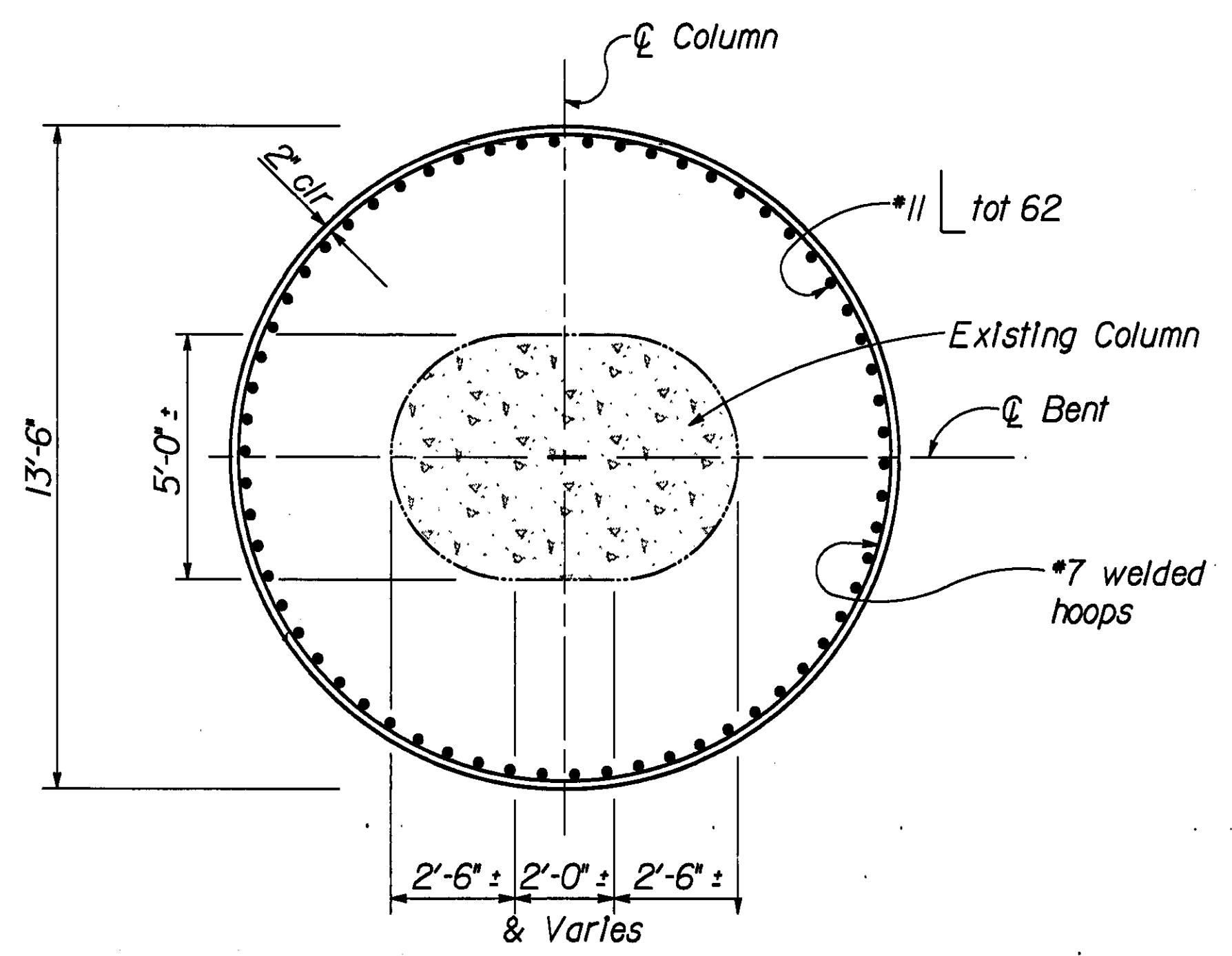
REGISTERED PROFESSIONAL ENGINEER
N. Tamanna
No. 37289
Exp. 6-30-92
CIVIL
STATE OF CALIFORNIA



ELEVATION (BT 7 'GD2' & BTS 8,11 'GD4')
1/4"=1'-0"

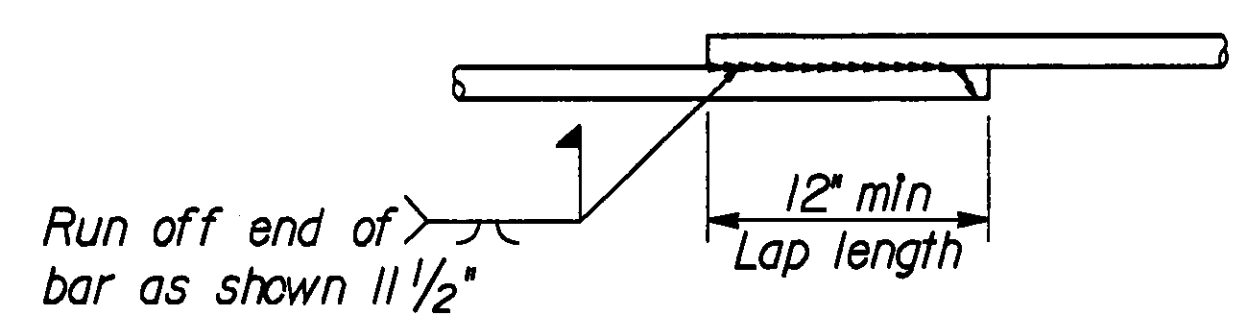
Note:
The contractor shall verify all controlling field dimensions before ordering or fabricating any material.

Existing shown thus —————

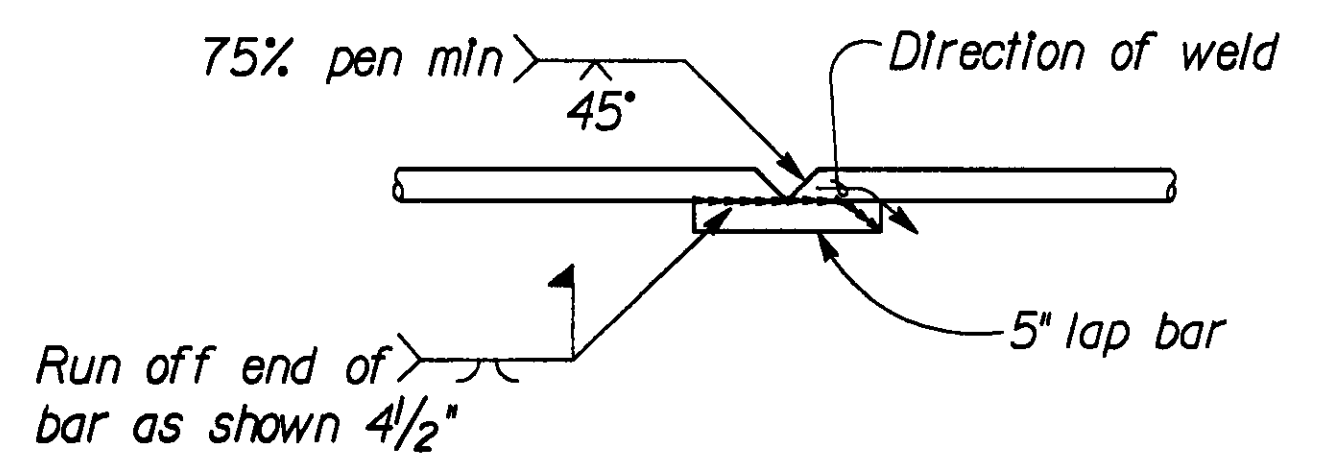


SECTION A-A
3/8" = 1'-0"

Note: Sand blast surface of existing columns.

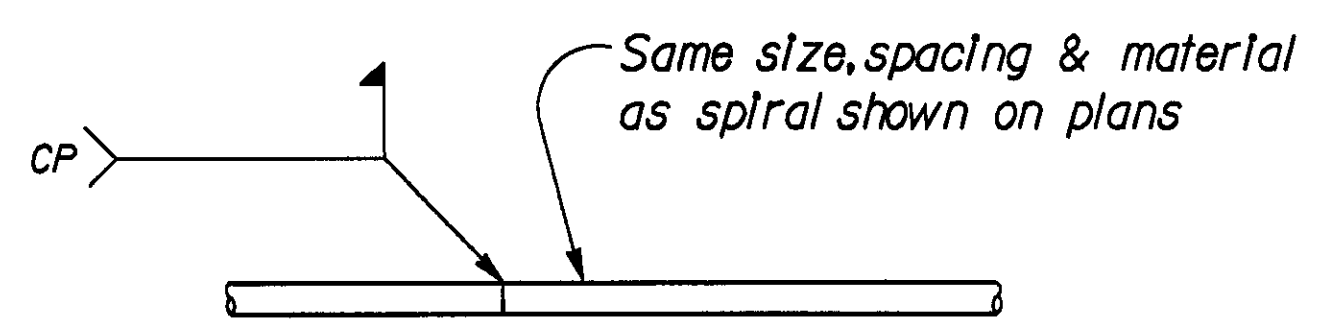


WELDED LAP SPLICE



VEE GROOVE WELDED SPLICE

1. Butt weld to be made first.
2. Butt weld to be made in flat or horizontal position.
3. Lap bar to be centered on splice.
4. Flare weld to be made in direction shown.
5. Lap bar equal size to hoop bar.



BUTT WELDED CONTINUOUS HOOP

HOOP SPLICE DETAIL

NO CORRECTIONS THIS SHEET
AS BUILT
CORRECTIONS BY R. CRAIN
CONTRACT NO. 04-133084
DATE 6/25/95 MET 29 FEB 96

DESIGN OVERSIGHT
Neh Tamanna
2/14/92
SIGNOFF DATE

DESIGN	BY Y. Hu	CHECKED W. Kwan
DETAILS	BY K. Dang	CHECKED W. Kwan
QUANTITIES	BY Y. Hu/B. Waldrop	CHECKED Y. N.

PREPARED FOR THE
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

Neh Tamanna
PROJECT ENGINEER

BRIDGE NO.	37-0270H
POST MILE	

EARTHQUAKE RETROFIT PROJECT NO. 68

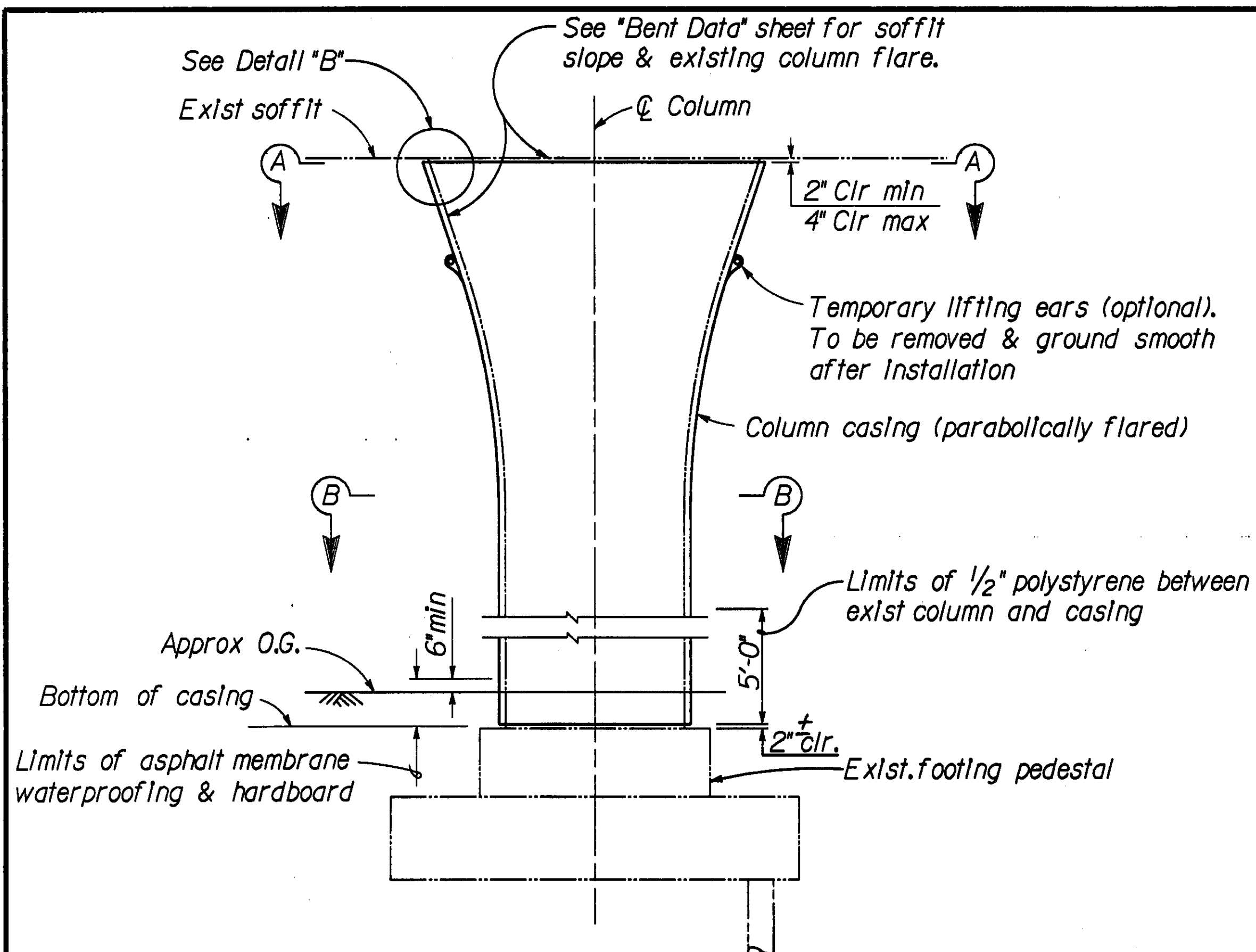
THREE CONNECTOR VIADUCT
COLUMN ENLARGEMENT DETAILS

DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES (PRELIMINARY STAGE ONLY)	SHEET	OF
1/8/92	10/3/92	16	29

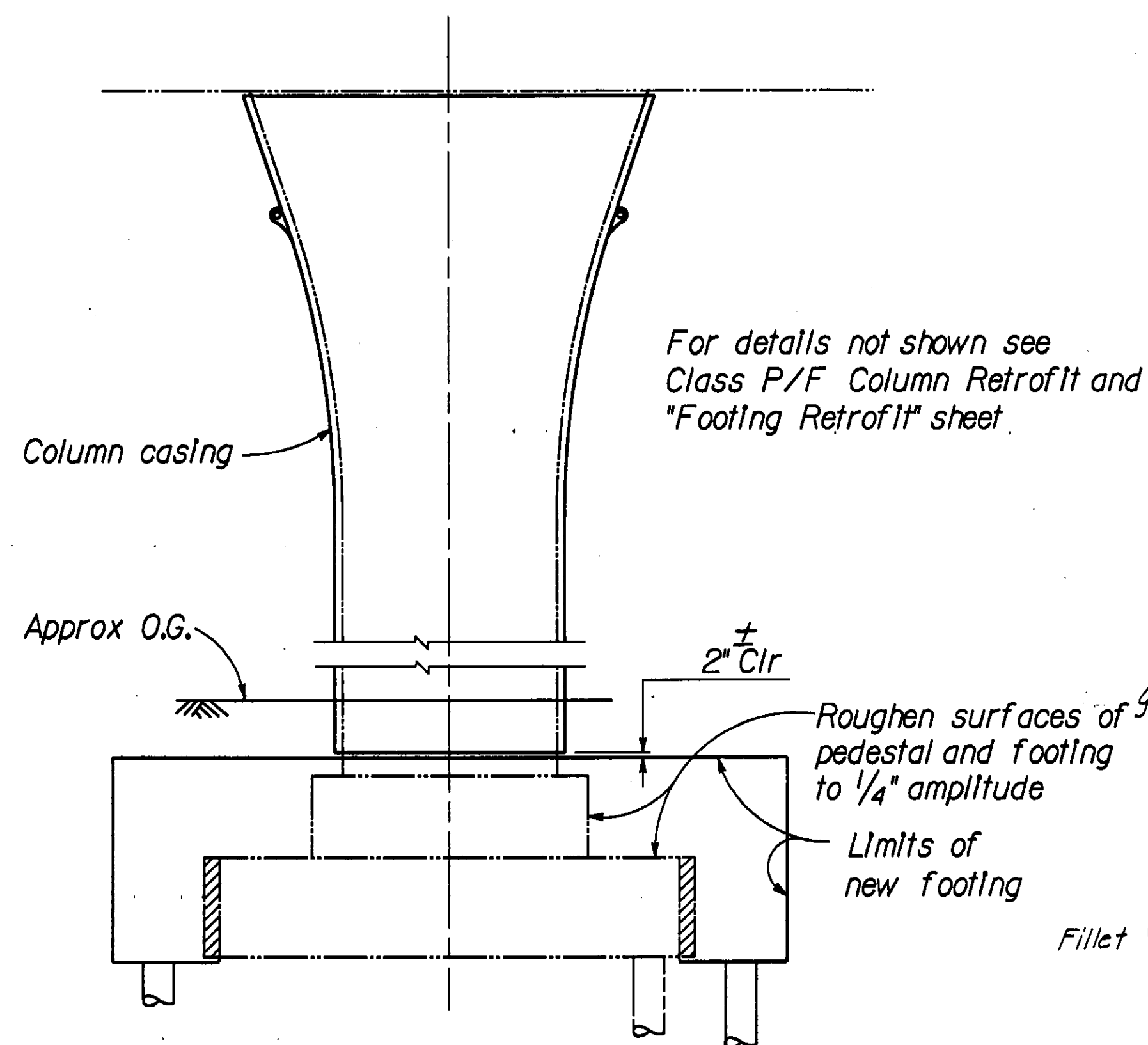
790PBD05.DGN REV.04 KD 01/02/92

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
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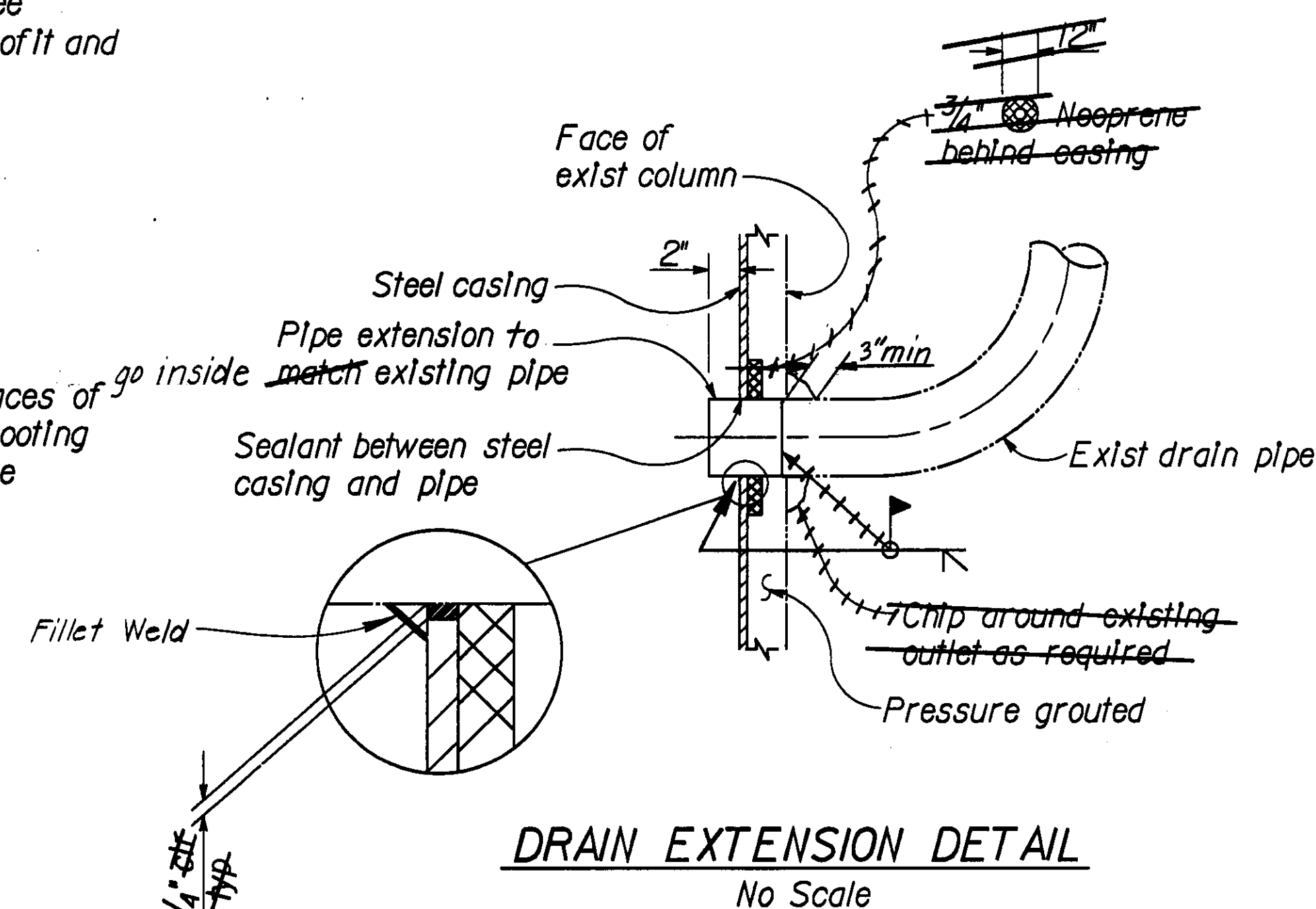
<i>Nah Tamanna</i> REGISTERED CIVIL ENGINEER 6-22-92 PLANS APPROVAL DATE Dokken Engineering 3221 RAMOS CIRCLE SACRAMENTO, CA 95827 ***** (916) 361-3111		PROFESSIONAL ENGINEER N. Tamanna No. 37289 Exp. 6-30-92 CIVIL STATE OF CALIFORNIA
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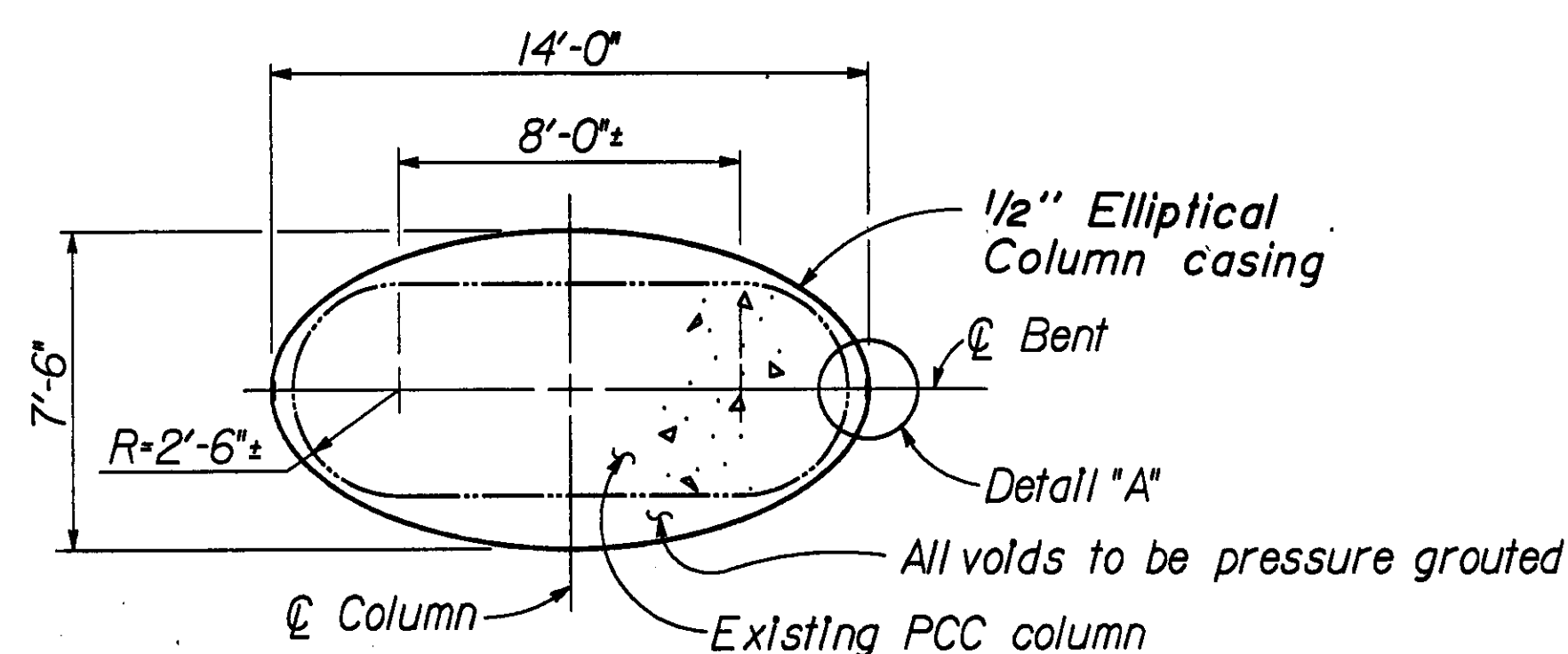
ELEVATION
CLASS P/F COLUMN RETROFIT
1/4"=1'-0"



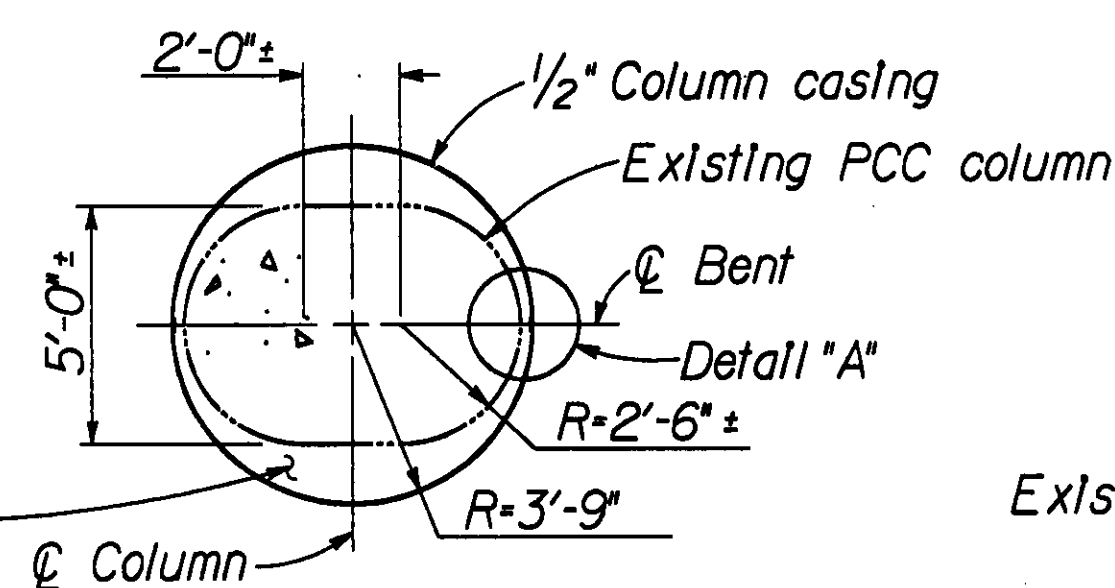
ELEVATION
CLASS F COLUMN RETROFIT
1/4"=1'-0"
Note: Column with pedestal shown, other columns similar.



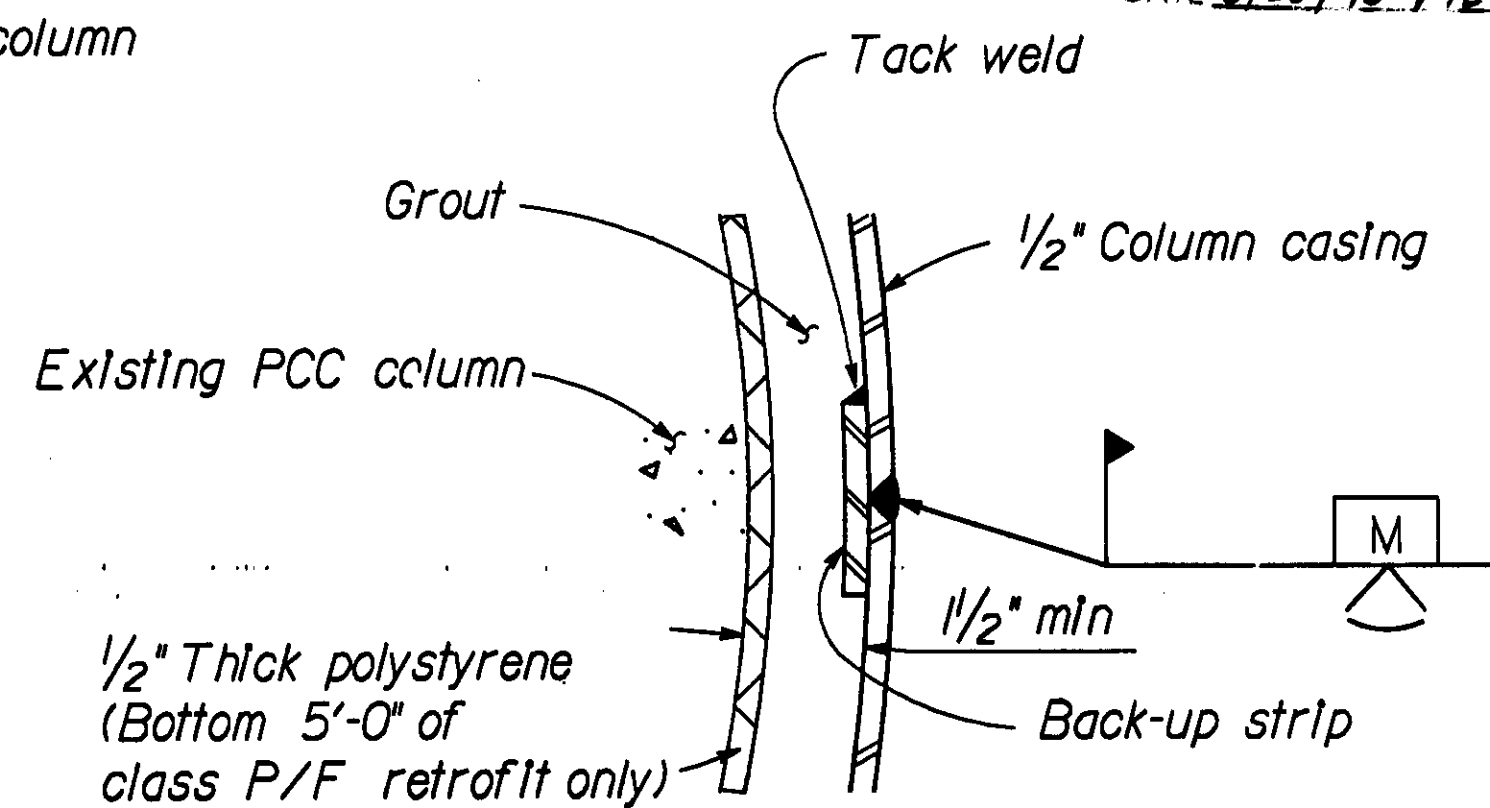
DRAIN EXTENSION DETAIL
No Scale



SECTION A-A
1/4"=1'-0"



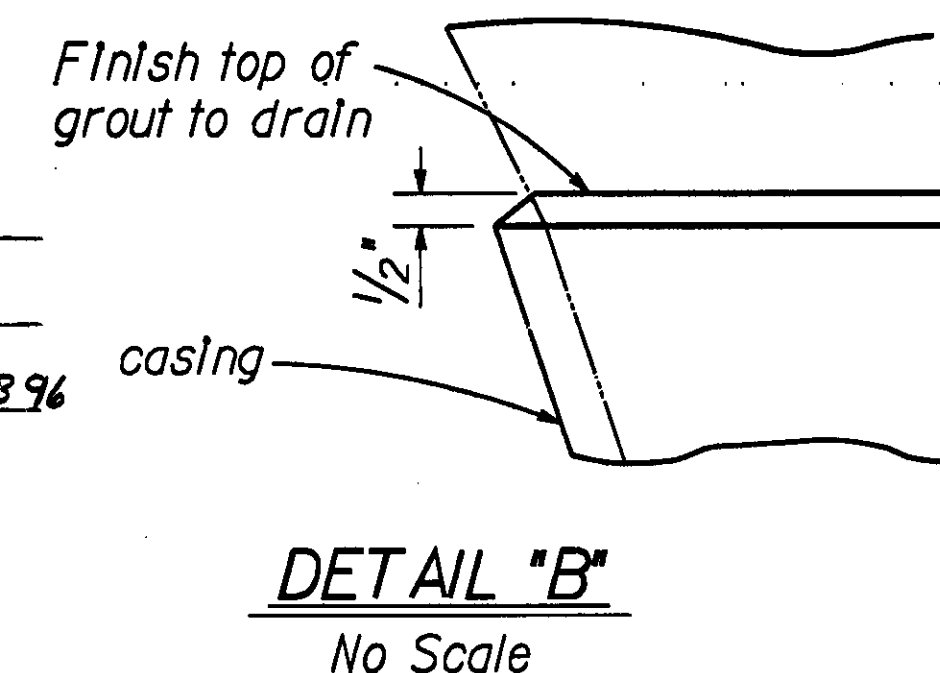
SECTION B-B
1/4"=1'-0"



DETAIL "A"
No Scale

AS BUILT

CORRECTIONS BY R. CRAIN
CONTRACT NO. D4-133084
DATE 6/25/95 MET 29 FEB 96



DETAIL "B"
No Scale

Notes:

1. Appropriate injection nozzles to be provided on casing but removed and ground flush following completion of grouting operation.
 2. All voids between steel casing and existing column and between steel casing and polystyrene to be pressure grouted from bottom to top.
 3. Paint casing to match color of concrete.
- Existing shown thus _____

Note:
The contractor shall verify all controlling field dimensions before ordering or fabricating any material.

DESIGN OVERSIGHT <i>Y. Hu</i> 2/14/92 SIGNOFF DATE	DESIGN BY Y. Hu	CHECKED W. Kwan	PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION PROJECT ENGINEER <i>Nah Tamanna</i>	BRIDGE NO. 37-0270H	EARTHQUAKE RETROFIT PROJECT NO. 68 THREE CONNECTOR VIADUCT COLUMN RETROFIT DETAILS
	DETAILS BY C. L'Estrange	CHECKED W. Kwan		POST MILE	
	QUANTITIES BY Y. Hu/B. Waldrop	CHECKED Y. N.		DISREGARD PRINTS BEARING EARLIER REVISION DATES	

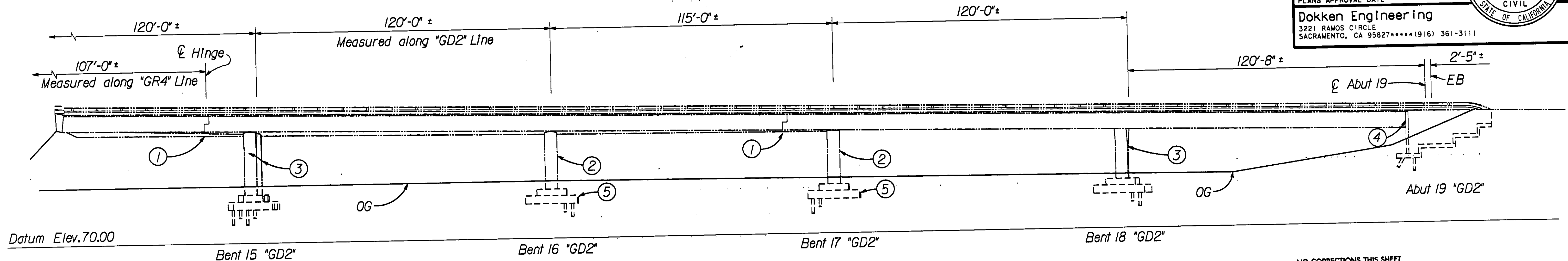
CU 04	EA 13308K	REVISION DATES (PRELIMINARY STAGE ONLY)	SHEET 15	OF 29
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790PBD03.DGN REV08 KD 01/02/92

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	87,280	4.7/5.2, R2.2/R2.8	52	126

Nah Tamanna
 REGISTERED CIVIL ENGINEER
 No. 37289
 Exp. 6-30-92
 CIVIL
 STATE OF CALIFORNIA

6-22-92
 PLANS APPROVAL DATE
 Dokken Engineering
 3221 RAMOS CIRCLE
 SACRAMENTO, CA 95827 ***** (916) 361-3111

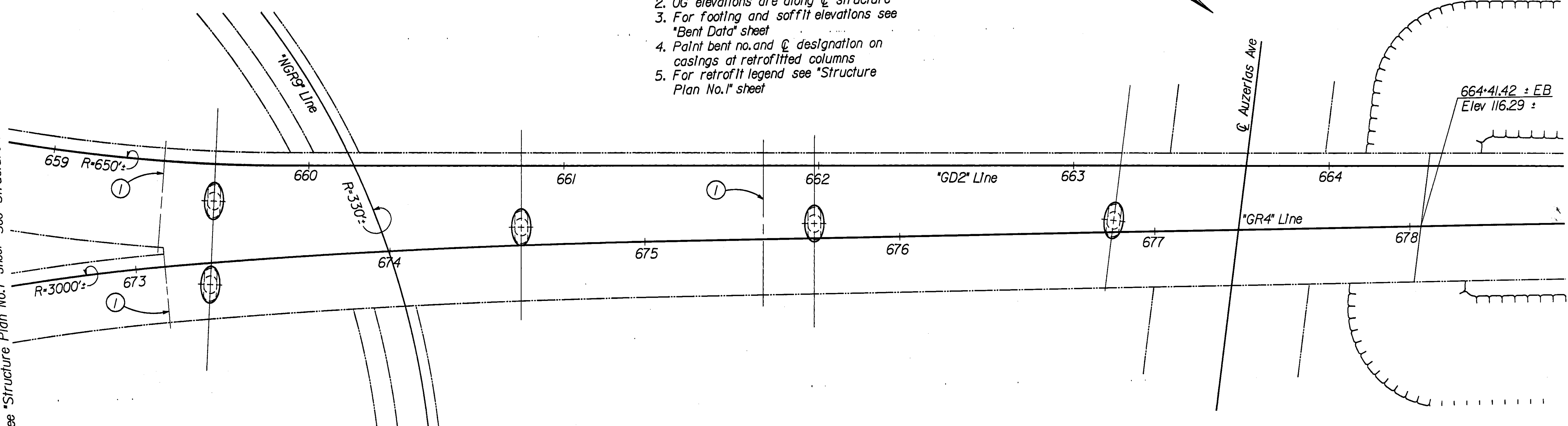


ELEVATION
 1"=20'

- Notes:
1. Retrofit details not shown for clarity
 2. OG elevations are along ϕ structure
 3. For footing and soffit elevations see "Bent Data" sheet
 4. Paint bent no. and ϕ designation on casings at retrofitted columns
 5. For retrofit legend see "Structure Plan No. 1" sheet

NO CORRECTIONS THIS SHEET
 AS BUILT
 CORRECTIONS BY R. L. BAIN
 CONTRACT NO. 04-133084
 DATE 6/25/95 MET 29 FEB 96

See "Structure Plan No. 7" sheet See "Structure Plan No. 5" sheet



PLAN
 1"=20'

Note:
 The contractor shall verify all controlling field dimensions before ordering or fabricating any material.

DESIGN OVERSIGHT <i>John S. Sarge</i> 2/14/92 SIGNOFF DATE	DESIGN BY Y. Hu CHECKED W. Kwan	PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER <i>Nah Tamanna</i>	BRIDGE NO. 37-0270H POST MILE	EARTHQUAKE RETROFIT PROJECT NO. 68 THREE CONNECTOR VIADUCT STRUCTURE PLAN NO. 8
	DETAILS BY C. L'Estrange CHECKED W. Kwan		QUANTITIES BY Y. Hu/B. Waldrop CHECKED Y. N.	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES (PRELIMINARY STAGE ONLY) 7/8/91 10/3/91 12/30/91

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3
 CU 04
 EA 13308K

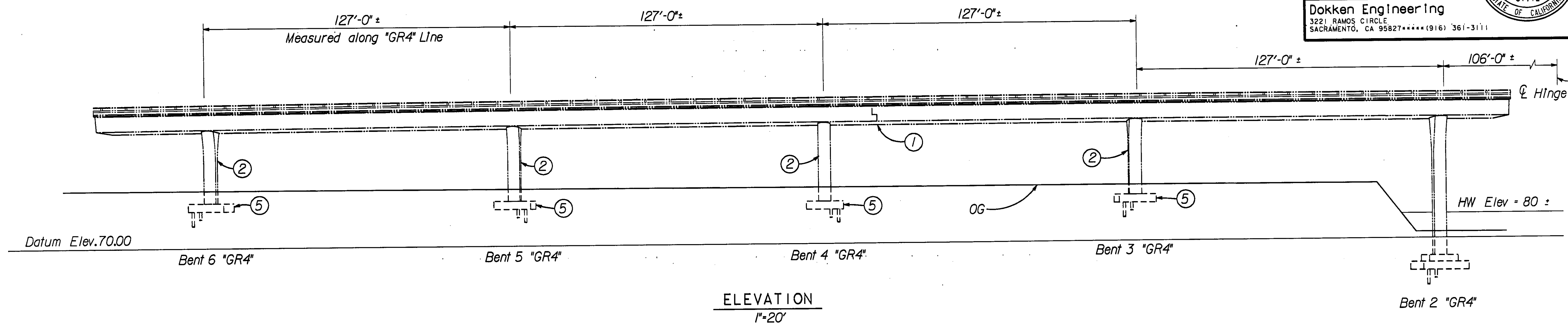
790PSP08.DGN REV.08 KD 01/11/92

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	87, 280	4.7/5.2, R2.2/R2.8	51	126

Nah Samanaie
REGISTERED CIVIL ENGINEER
No. 37289
Exp. 6-30-92
CIVIL
STATE OF CALIFORNIA

6-22-92
PLANS APPROVAL DATE

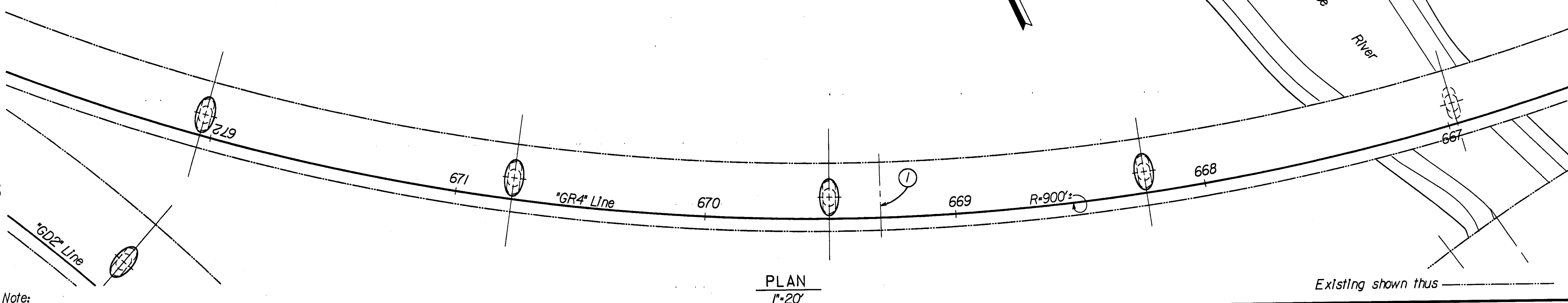
Dokken Engineering Inc
3221 RAMOS CIRCLE
SACRAMENTO, CA 95827 ***** (916) 361-3111



- Notes:
1. Retrofit details not shown for clarity
 2. OG elevations are along Q structure
 3. For footing and soffit elevations see "Bent Data" sheet
 4. Paint bent no. and Q designation on casings at retrofitted columns
 5. For retrofit legend see "Structure Plan No. 1" sheet

NO CORRECTIONS THIS SHEET
AS BUILT
CORRECTIONS BY *R. CRAIN*
CONTRACT NO. *04-133084*
DATE *6/25/95 MET 29 FEB 96*

See "Structure Plan No. 8" sheet



See "Structure Plan No. 4" sheet

Note:
The contractor shall verify all controlling field dimensions before ordering or fabricating any material.

John Hu/Savage
DESIGN OVERSIGHT
2/14/92
SIGNOFF DATE

DESIGN	BY Y. Hu	CHECKED W. Kwan
DETAILS	BY C. L'Estrange	CHECKED W. Kwan
QUANTITIES	BY Y. Hu/B. Waldrop	CHECKED Y. N.

PREPARED FOR THE
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

Nah Samanaie
PROJECT ENGINEER

BRIDGE NO.
37-0270H
POST MILE

EARTHQUAKE RETROFIT PROJECT NO. 68

THREE CONNECTOR VIADUCT
STRUCTURE PLAN NO. 7

DISREGARD PRINTS BEARING
EARLIER REVISION DATES

REVISION DATES (PRELIMINARY STAGE ONLY)				SHEET	OF
1/18/92	6/2/92	12/30/92		8	29

ORIGINAL SCALE IN INCHES
FOR REDUCED PLANS

0 1 2 3

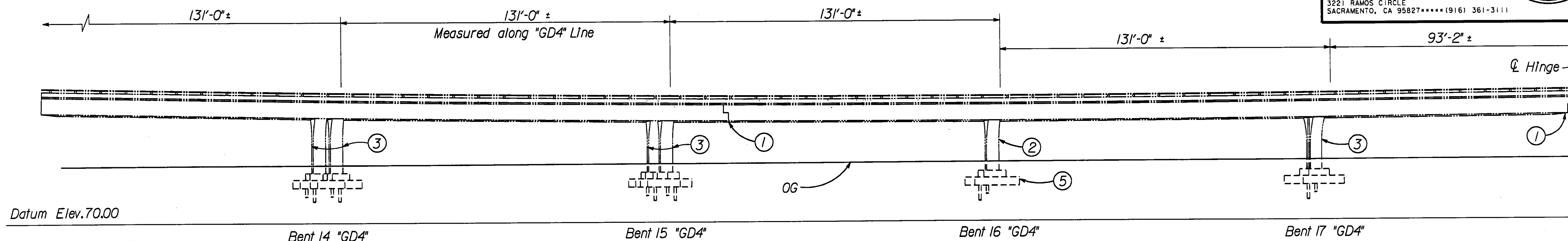
CU 04
EA 13308K

790PSPOT.DGN REVOT KD 12/31/91

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	87,280	4.7/5.2, R2.2/R2.8	50	126

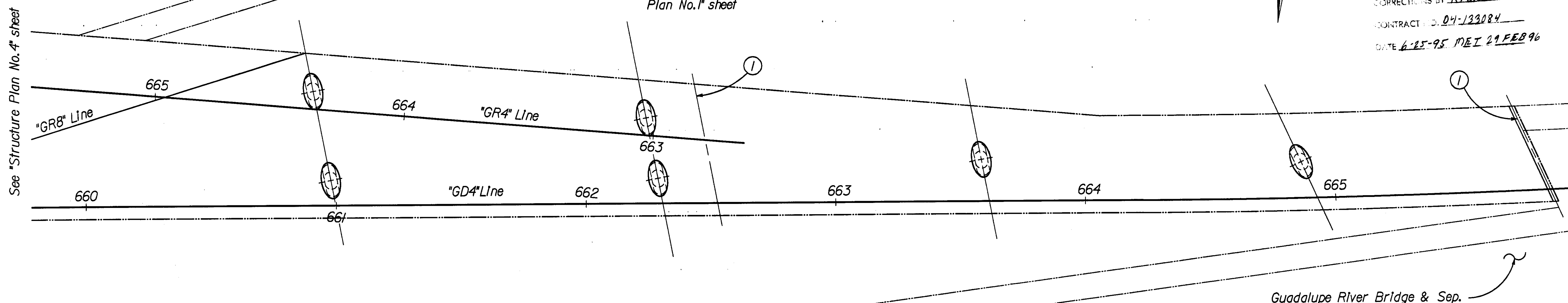
Nash Samanani
 REGISTERED CIVIL ENGINEER
 No. 37289
 Exp. 6-30-92
 CIVIL
 STATE OF CALIFORNIA

6-22-92
 PLANS APPROVAL DATE
 Dokken Engineering
 3221 RAMOS CIRCLE
 SACRAMENTO, CA 95827 ***** (916) 361-3111



ELEVATION 1"=20'

- Notes:
1. Retrofit details not shown for clarity
 2. OG elevations are along ϕ structure
 3. For footing and soffit elevations see "Bent Data" sheet
 4. Paint bent no. and ϕ designation on casings at retrofitted columns
 5. For retrofit legend see "Structure Plan No. 1" sheet



PLAN 1"=20'

Note:
The contractor shall verify all controlling field dimensions before ordering or fabricating any material.

EARTHQUAKE RETROFIT PROJECT NO. 68

THREE CONNECTOR VIADUCT
STRUCTURE PLAN NO. 6

DESIGN BY <i>Y. Hu</i>	CHECKED <i>W. Kwan</i>	BRIDGE NO. 37-0270H	DISREGARD PRINTS BEARING EARLIER REVISION DATES
DETAILS BY <i>C. L'Estrange</i>	CHECKED <i>W. Kwan</i>	POST MILE	
QUANTITIES BY <i>Y. Hu/B. Waldrop</i>	CHECKED <i>Y. N.</i>		

PREPARED FOR THE
 STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

Nash Samanani
 PROJECT ENGINEER

SIGNOFF DATE *2/14/92*

ORIGINAL SCALE IN INCHES
 FOR REDUCED PLANS

CU 04
 EA 13308K

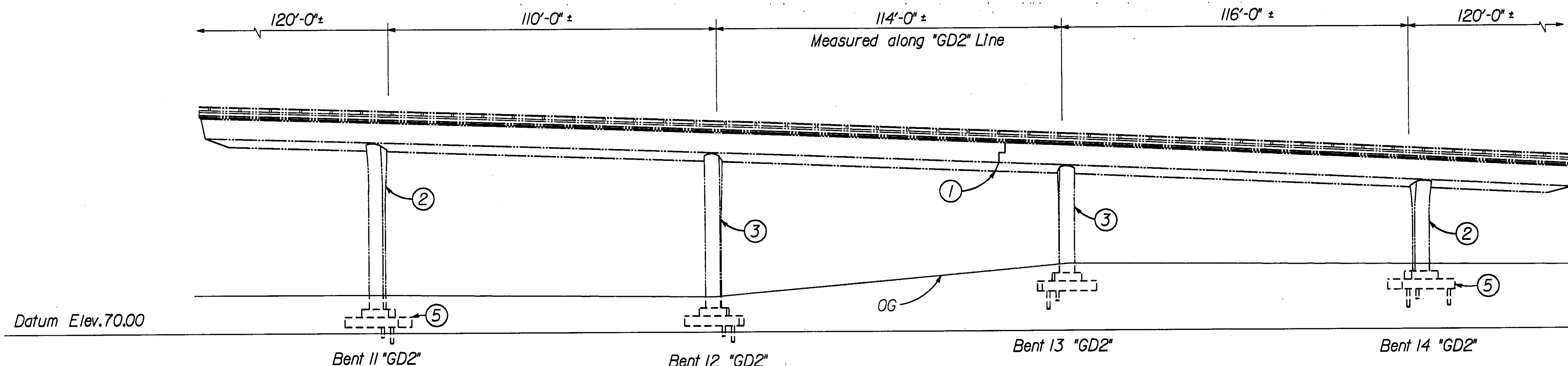
REVISION DATES (PRELIMINARY STAGE ONLY)
 1/18/92 10/15/92 12/30/92

SHEET 7 OF 29

790PSP06.DGN REV 06 KD 12/31/91

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
Q4	SCI	87, 280	4.7/5.2, R2.2/R2.8	49	126

<i>Nah Samanai</i> REGISTERED CIVIL ENGINEER No. 37289 Exp. 6-30-92 CIVIL STATE OF CALIFORNIA	
6-22-92 PLANS APPROVAL DATE Dokken Engineering 3221 RAMOS CIRCLE SACRAMENTO, CA 95827***** (916) 361-3111	

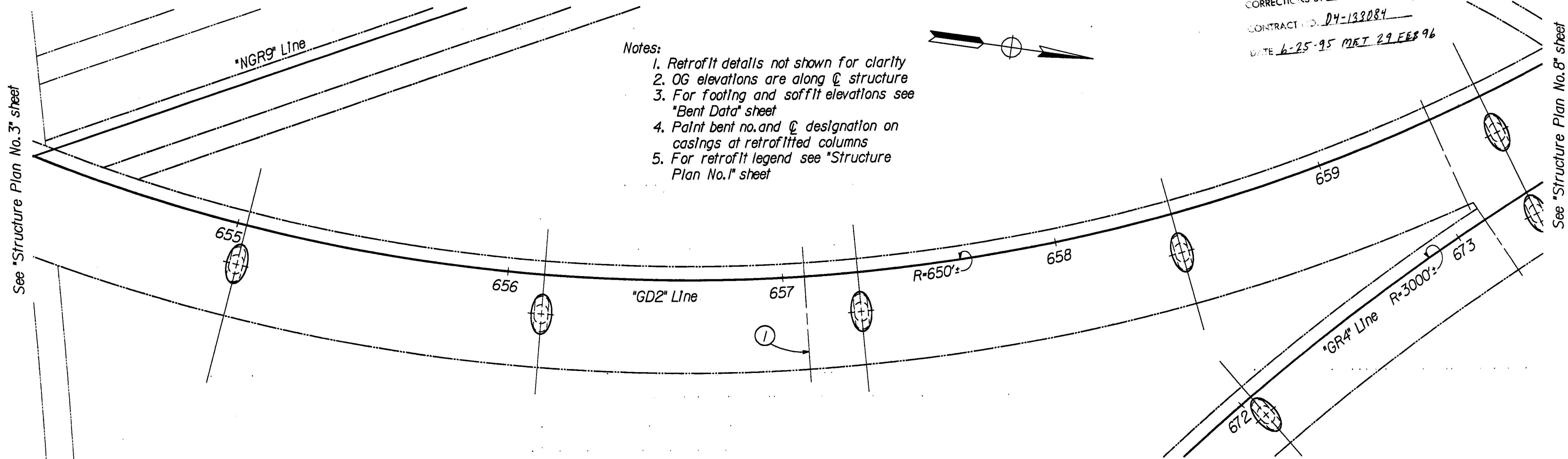


ELEVATION
1"=20'

NO CORRECTIONS THIS SHEET
AS BUILT

CORRECTIONS BY *R. CRAIN*
CONTRACT NO. *DY-132084*
DATE *6-25-95 MET 29 FEB 96*

- Notes:
1. Retrofit details not shown for clarity
 2. OG elevations are along \odot structure
 3. For footing and soffit elevations see "Bent Data" sheet
 4. Paint bent no. and \odot designation on casings at retrofitted columns
 5. For retrofit legend see "Structure Plan No. 1" sheet



PLAN
1"=20'

Note:
The contractor shall verify all controlling field dimensions before ordering or fabricating any material.

DESIGN OVERSIGHT <i>John Hu</i> 2/14/92 SIGNOFF DATE	DESIGN BY <i>Y. Hu</i> CHECKED <i>W. Kwan</i>	PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION <i>Nah Samanai</i> PROJECT ENGINEER	BRIDGE NO. 37-0270H	EARTHQUAKE RETROFIT PROJECT NO. 68	
	DETAILS BY <i>C. L'Estrange</i> CHECKED <i>W. Kwan</i>		POST MILE	THREE CONNECTOR VIADUCT	
	QUANTITIES BY <i>Y. Hu/B. Waldrop</i> CHECKED <i>Y. N.</i>			STRUCTURE PLAN NO. 5	
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3			CU 04 EA 13308K	DISREGARD PRINTS BEARING EARLIER REVISION DATES REVISION DATES (PRELIMINARY STAGE ONLY) 7/9/92 10/1/92 12/10/92 SHEET 6 OF 29	

790PSP05.DGN REV.08 KD 01/11/92

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	87,280	4.715.2 R2.2/R2.8	48	126

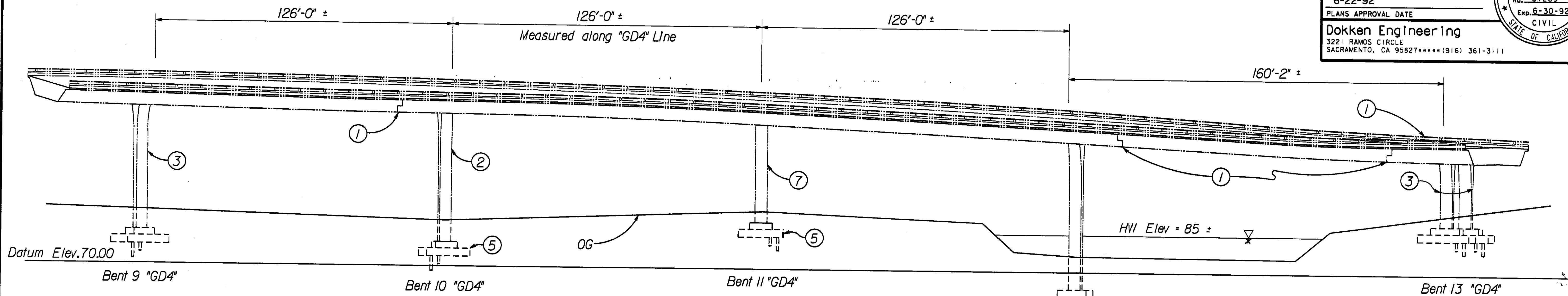
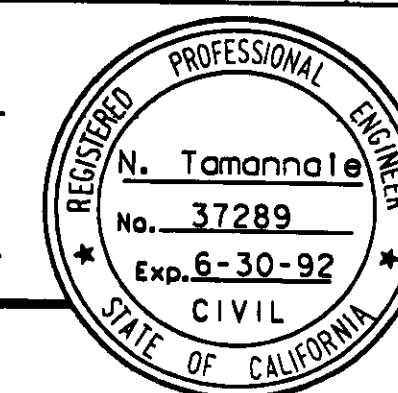
Nah Samanai
REGISTERED CIVIL ENGINEER

6-22-92

PLANS APPROVAL DATE

Dokken Engineering

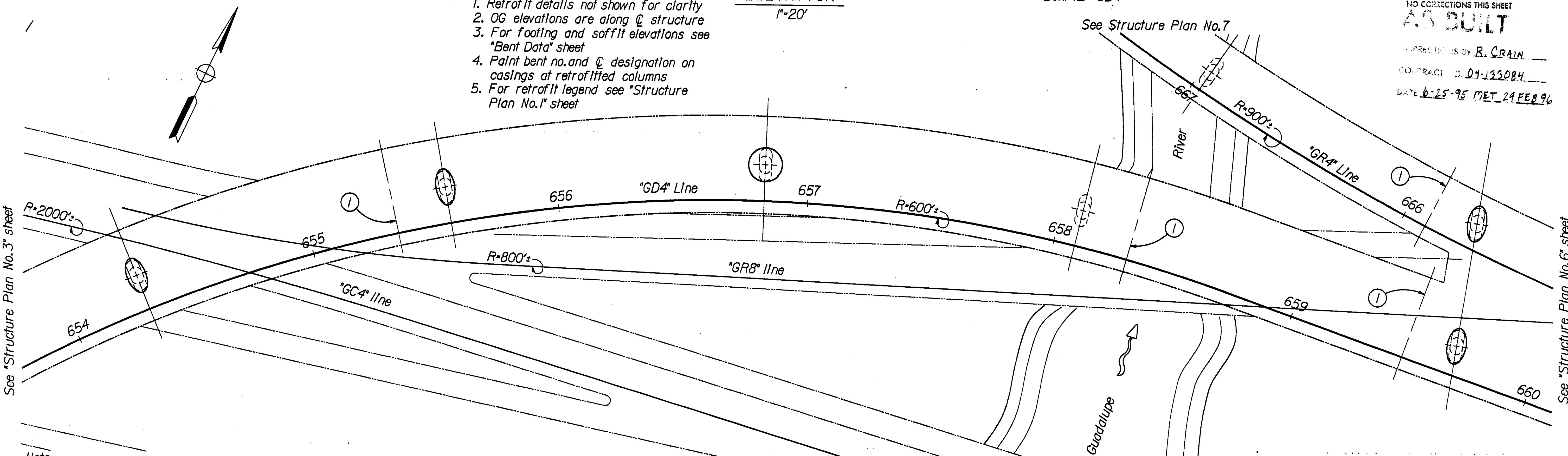
3221 RAMOS CIRCLE
SACRAMENTO, CA 95827 ***** (916) 361-3111



- Notes:
1. Retrofit details not shown for clarity
 2. OG elevations are along \odot structure
 3. For footing and soffit elevations see "Bent Data" sheet
 4. Paint bent no. and \odot designation on casings at retrofitted columns
 5. For retrofit legend see "Structure Plan No. 1" sheet

ELEVATION
1"=20'

NO CORRECTIONS THIS SHEET
AS BUILT
APPROVED BY R. CRAIN
CONTRACT D. 04-133084
DATE 6-25-95 MET 24 FEB 96



Note:
The contractor shall verify all controlling field dimensions before ordering or fabricating any material.

PLAN
1"=20'

Existing shown thus

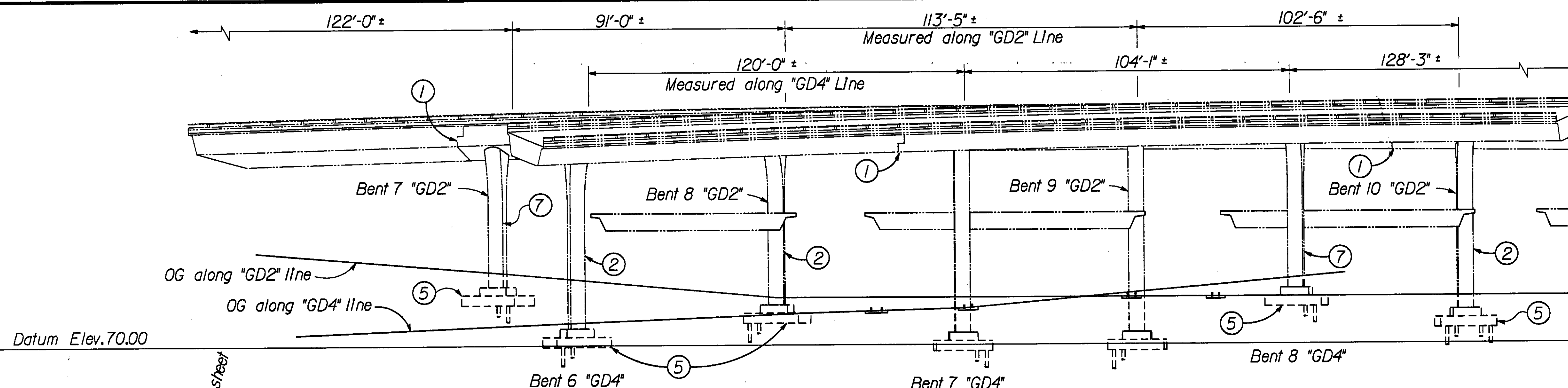
DESIGN OVERSIGHT <i>Y. Hu</i> SIGNOFF DATE 2/14/92	DESIGN BY Y. HU	CHECKED W. Kwan	PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION <i>Nah Samanai</i> PROJECT ENGINEER	BRIDGE NO. 37-0270H	EARTHQUAKE RETROFIT PROJECT NO. 68 THREE CONNECTOR VIADUCT STRUCTURE PLAN NO. 4
	DETAILS BY C. L'Estrange	CHECKED W. Kwan		POST MILE	
	QUANTITIES BY Y. Hu/B. Waldrop	CHECKED Y. N.			
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS			CU 04 EA 13308K	DISREGARD PRINTS BEARING EARLIER REVISION DATES	
				REVISION DATES (PRELIMINARY STAGE ONLY) 1/18/91 01/18/91 02/20/91	
				SHEET 5 OF 29	

790PSP04.DGN REV. 07 KD 12/31/91

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	87,280	4.7/5.2 R2.2/R2.8	47	126

Neh Tamanna
REGISTERED CIVIL ENGINEER
No. 37289
Exp. 6-30-92
CIVIL
STATE OF CALIFORNIA

6-22-92
PLANS APPROVAL DATE
Dokken Engineering
3221 RAMOS CIRCLE
SACRAMENTO, CA 95827***** (916) 361-3111



ELEVATION
1"=20'

See "Structure Plan No. 1" sheet

See "Structure Plan No. 5" sheet

- Notes:
1. Retrofit details not shown for clarity
 2. OG elevations are along centerline of structure
 3. For footing and soffit elevations see "Bent Data" sheet
 4. Paint bent no. and centerline designation on casings at retrofitted columns
 5. For retrofit legend see "Structure Plan No. 1" sheet
 6. The contractor's attention is directed to catenary lines over LRT tracks

NO CORRECTIONS THIS SHEET
AS BUILT
CORRECTIONS BY R. CRAIN
CONTRACT NO. 04-133084
DATE 6/25/95 MET 29 FEB 96

See "Structure Plan No. 4" sheet

Note:
The contractor shall verify all controlling field dimensions before ordering or fabricating any material.

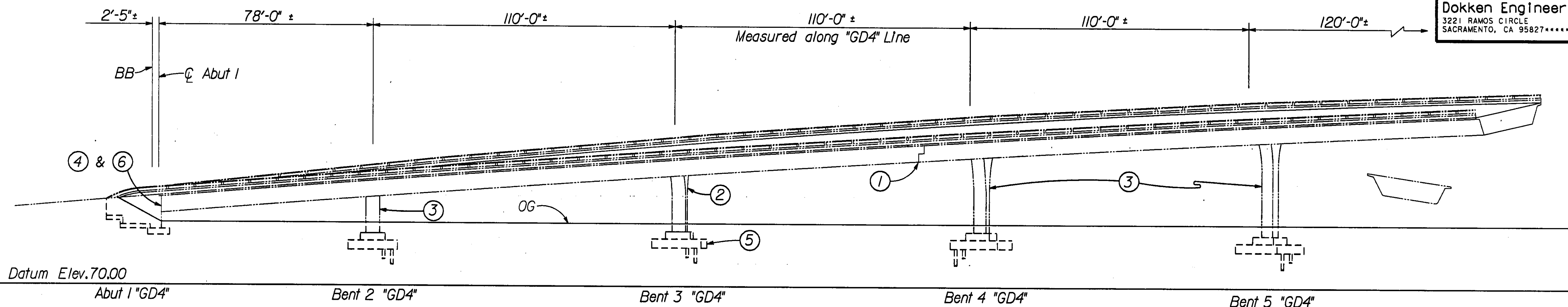
DESIGN OVERSIGHT <i>John Huifang</i> 2/14/92 SIGNOFF DATE	DESIGN BY <u>Y. Hu</u> CHECKED <u>W. Kwan</u> DETAILS BY <u>C. L'Estrange</u> CHECKED <u>W. Kwan</u> QUANTITIES BY <u>Y. Hu/B. Waldrop</u> CHECKED <u>Y. N.</u>	PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER <i>Neh Tamanna</i> PROJECT ENGINEER	BRIDGE NO. <u>37-0270H</u> POST MILE <u>4.7/5.2</u>	EARTHQUAKE RETROFIT PROJECT NO. 68 THREE CONNECTOR VIADUCT STRUCTURE PLAN NO. 3
	ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	CU <u>04</u> EA <u>13308K</u>	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES (PRELIMINARY STAGE ONLY) 1/15/91 10/3/91 12/30/91	SHEET 4 OF 29

790PSP03.DGN REV. 07 KD 12/30/91

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	87,280	4.7/5.2 R2.2/R2.8	46	126

Neh Tamanna
REGISTERED CIVIL ENGINEER
6-22-92
PLANS APPROVAL DATE
Dokken Engineering
3221 RAMOS CIRCLE
SACRAMENTO, CA 95827***** (916) 361-3111

REGISTERED PROFESSIONAL ENGINEER
N. Tamanna
No. 37289
Exp. 6-30-92
CIVIL
STATE OF CALIFORNIA



ELEVATION
1"=20'

- Notes:
1. Retrofit details not shown for clarity
 2. OG elevations are along C structure
 3. For footing and soffit elevations see "Bent Data" sheet
 4. Paint bent no. and C designation on casings at retrofitted columns
 5. For retrofit legend see "Structure Plan No. 1" sheet

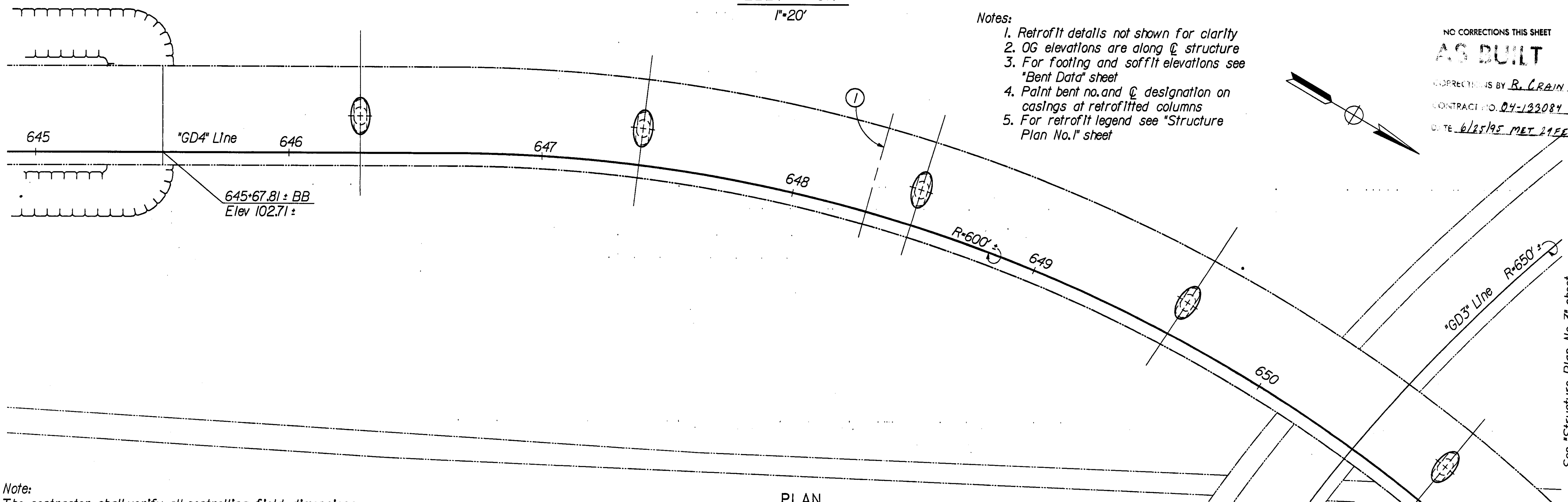
NO CORRECTIONS THIS SHEET

AS BUILT

CORRECTIONS BY R. GRAY

CONTRACT NO. 04-133084

DATE 6/25/95 MET 21 FEB 96



Note:
The contractor shall verify all controlling field dimensions before ordering or fabricating any material.

PLAN
1"=20'

Existing shown thus ————

EARTHQUAKE RETROFIT PROJECT NO. 68

THREE CONNECTOR VIADUCT
STRUCTURE PLAN NO. 2

DESIGN BY Y. Hu CHECKED W. Kwan	PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	BRIDGE NO. 37-0270H	POST MILE
DETAILS BY C. L'Estrange CHECKED W. Kwan			
QUANTITIES BY Y. Hu/B. Waldrop CHECKED Y. N.			
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3	CU 04 EA 13308K	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES (PRELIMINARY STAGE ONLY) 7/8/91 8/2/91 12/30/91
DESIGN OVERSIGHT SIGNOFF DATE 2/14/92			SHEET 3 OF 29

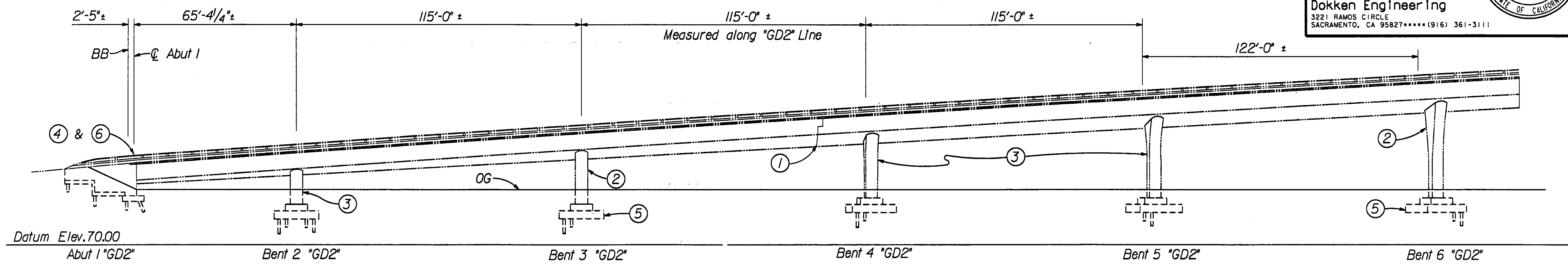
790PSP02.DGN REV. 06 KD 12/30/91

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	87,280	4.7/5.2 R2.2/R2.8	45	126

Nash Jaramani
REGISTERED CIVIL ENGINEER
No. 37289
Exp. 6-30-92
PLANS APPROVAL DATE

Dokken Engineering
3221 RAMOS CIRCLE
SACRAMENTO, CA 95827 ***** (916) 361-3111

PROFESSIONAL ENGINEER
N. Tamannaie
No. 37289
Exp. 6-30-92
CIVIL
STATE OF CALIFORNIA



ELEVATION
1"=20'

GENERAL NOTES
LOAD FACTOR DESIGN

Design: Bridge design specifications
(1983 AASHTO with Interims and Revisions by CALTRANS)

Reinforced concrete:
Existing $f_y = 40,000 \text{ psi}$
 $f'_c = 5,000 \text{ psi}$
New construction $f_y = 60,000 \text{ psi}$
 $f'_c = 3,250 \text{ psi}$

Structural steel: $f_y = 36,000 \text{ psi}$

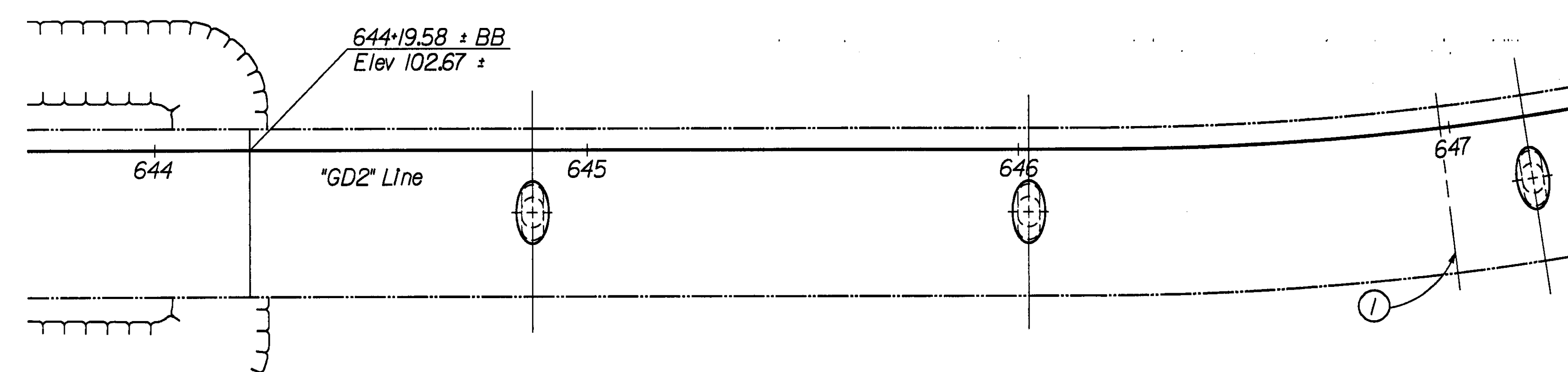
Seismic loading:
Peak rock acceleration = 0.5g
Depth to "Rock Like" material > 150 feet

RETROFIT LEGEND

- ① Place hinge restrainers
- ② Class F Column Retrofit
- ③ Class P/F Column Retrofit
- ④ Pour shear key & place brg pad & grout pad @ abut & install abut timbers
- ⑤ Footing retrofit
- ⑥ Place vertical restrainers at abutments
- ⑦ Enlarge Exist Column

- Notes:
- 1. Retrofit details not shown for clarity
 - 2. OG elevations are along \bar{C} structure
 - 3. For footing and soffit elevations see "Bent Data" sheet
 - 4. Paint bent no. and \bar{C} designation on casings at retrofitted columns

NO CORRECTIONS THIS SHEET
AS BUILT
CORRECTIONS BY R. CRAIN
CONTRACT NO. 04-133084
DATE 6/15/95 MET 29 FEB 96



PLAN
1"=20'

FINAL PAY QUANTITIES

STRUCTURE EXCAVATION (BRIDGE)	4,550	CY
STRUCTURE BACKFILL (BRIDGE)	2,330	CY
STRUCTURAL CONCRETE, BRIDGE FOOTING	2,200	CY
STRUCTURAL CONCRETE, BRIDGE	587	CY
BAR REINFORCING STEEL (BRIDGE)	425,000	LB
ASPHALT MEMBRANE WATERPROOFING	3,500	SQFT
COLUMN CASING	630,000	LB
MISCELLANEOUS METAL (RESTRAINER)	16,470	LB

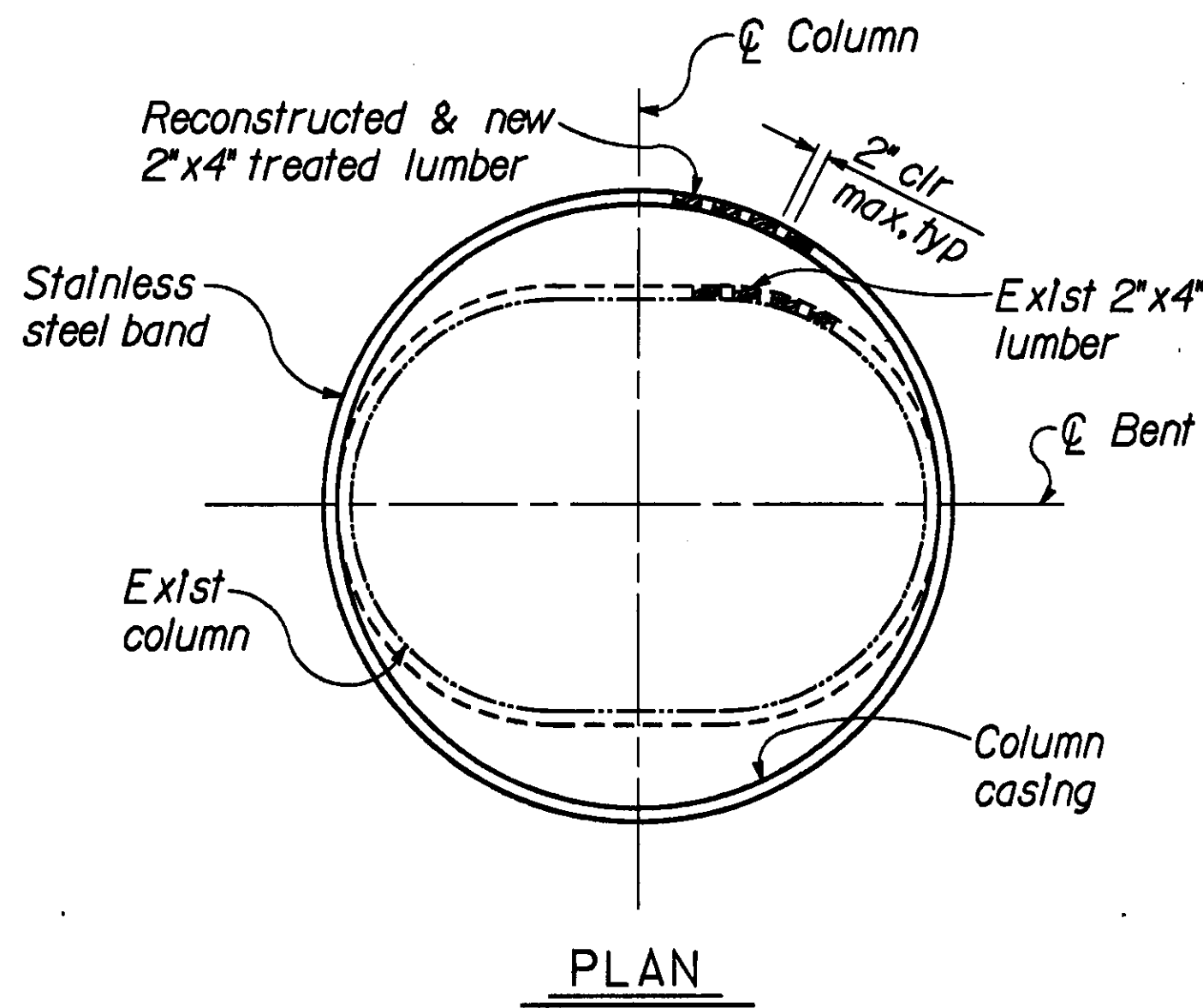
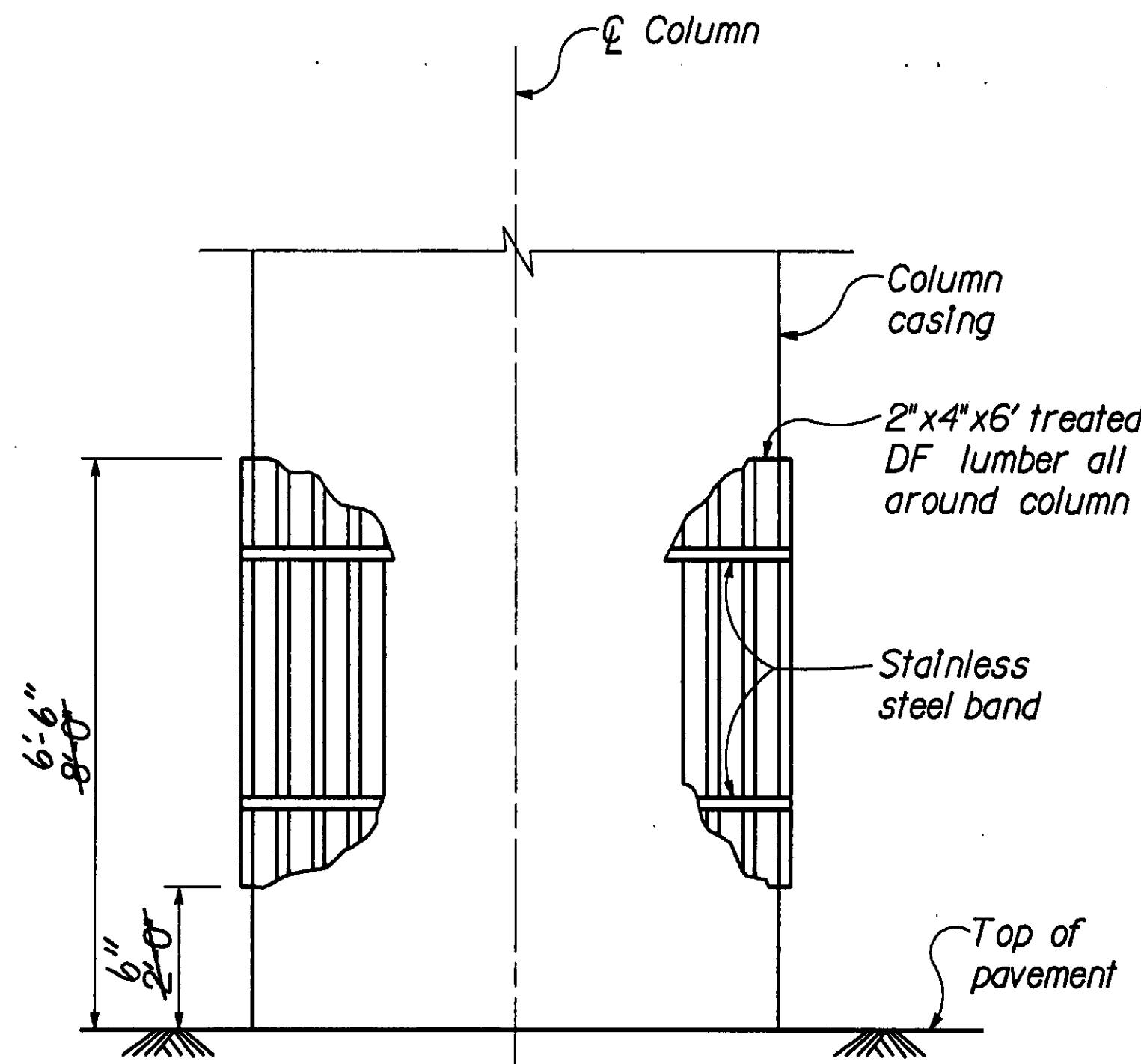
APPROXIMATE QUANTITIES

ACCESS OPENING, DECK	22	EA
ACCESS OPENING, SOFFIT	54	EA
BRIDGE REMOVAL (PORTION)	LUMP	SUM
FURNISH PILING (CLASS 100)	32,833	LF
DRIVE PILE (CLASS 100)	610	EA
DIAPHRAGM BOLSTER	56	EA
DRILL AND BOND DOWEL	3,700	LF
CLOSE ACCESS, DECK	22	EA
CORE CONCRETE (4")	5	LF
CORE CONCRETE (7")	150	LF
ELASTOMERIC BEARING PADS	14	EA
TREATED LUMBER AND TIMBER	5	MFBM
RECONSTRUCT COLUMN PROTECTION	3	MFBM
CLEAN AND PAINT STRUCTURAL STEEL	LUMP	SUM

Note:
The contractor shall verify all controlling field dimensions before ordering or fabricating any material.

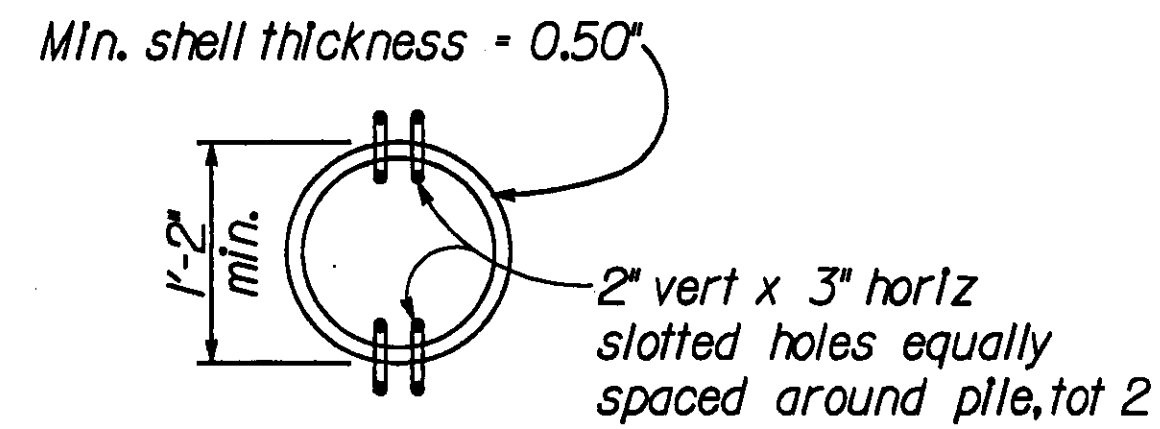
DESIGN OVERSIGHT <i>[Signature]</i> 2/14/92	DESIGN BY <u>Y. Hu</u> CHECKED <u>W. Kwan</u>	PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	<i>Nash Jaramani</i> PROJECT ENGINEER	BRIDGE NO. <u>37-0270H</u>	EARTHQUAKE RETROFIT PROJECT NO. 68
	DETAILS BY <u>C. L'Estrange</u> CHECKED <u>W. Kwan</u>			THREE CONNECTOR VIADUCT	
	QUANTITIES BY <u>Y. Hu/B. Waldrop</u> CHECKED <u>Y. N.</u>				
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	0 1 2 3	CU <u>04</u> EA <u>13308K</u>	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES (PRELIMINARY STAGE ONLY) 1/8/92 2/15/92 2/20/92	SHEET <u>2</u> OF <u>29</u>

COLUMN PROTECTION SCHEDULE		
LINE	BENT NOS.	TOTAL NO. OF COLUMN
"GR4" "GD4"	183	21
	184	1
	185	1
"GD4"	6	1
	11	1
	13	1
"GD2"	14	1
	15	2

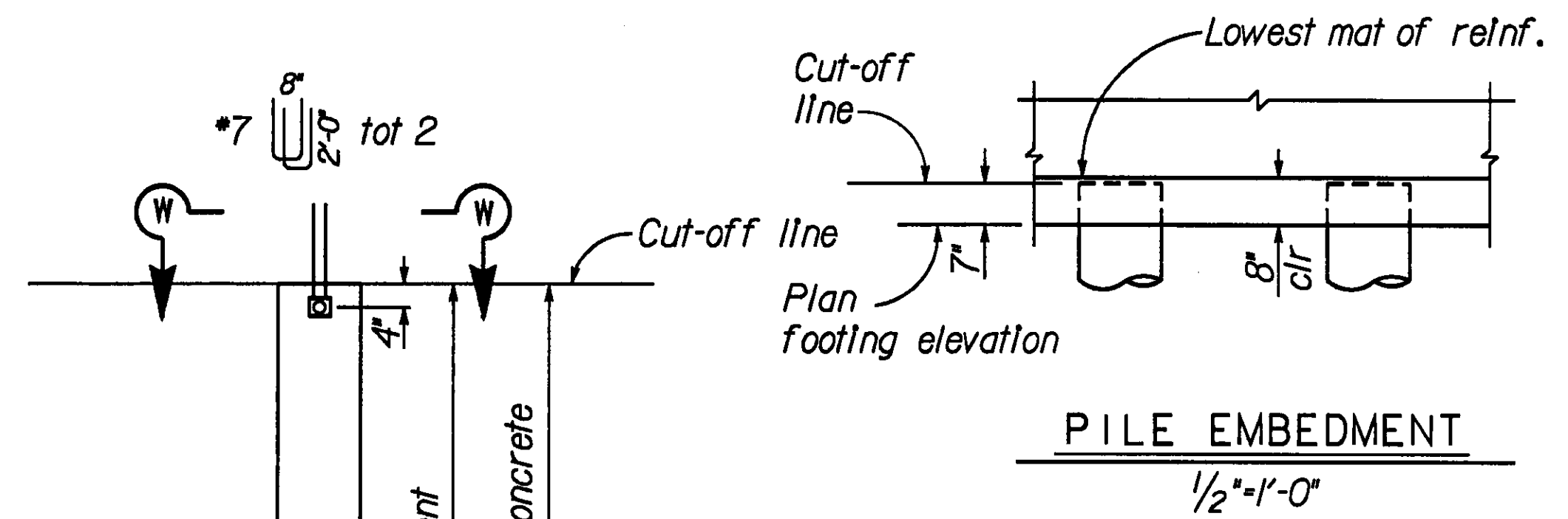


COLUMN PROTECTION RECONSTRUCTION DETAILS

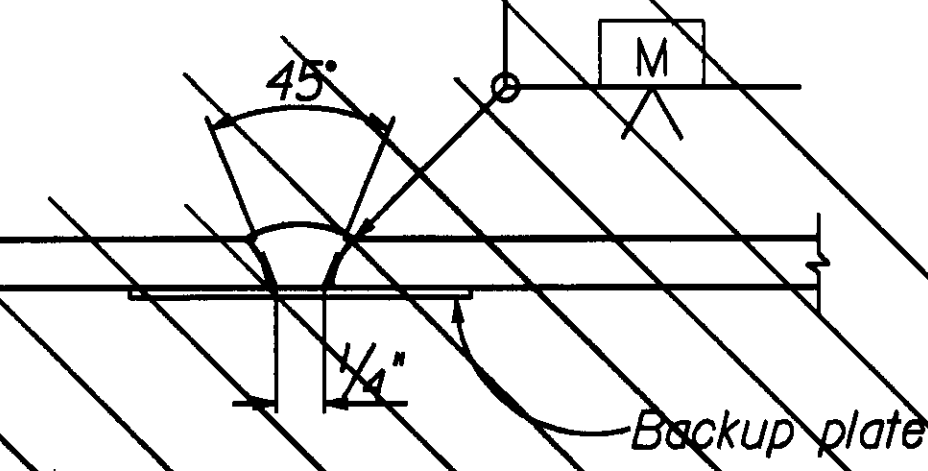
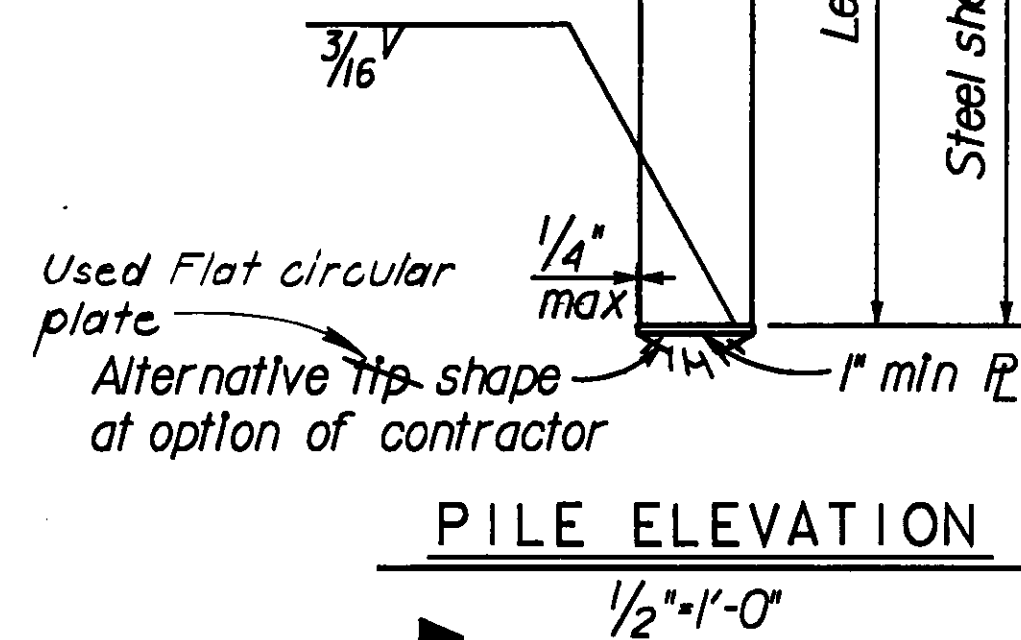
1/2" = 1'-0"
Used only at Childrens Museum parking lot



SECTION W-W

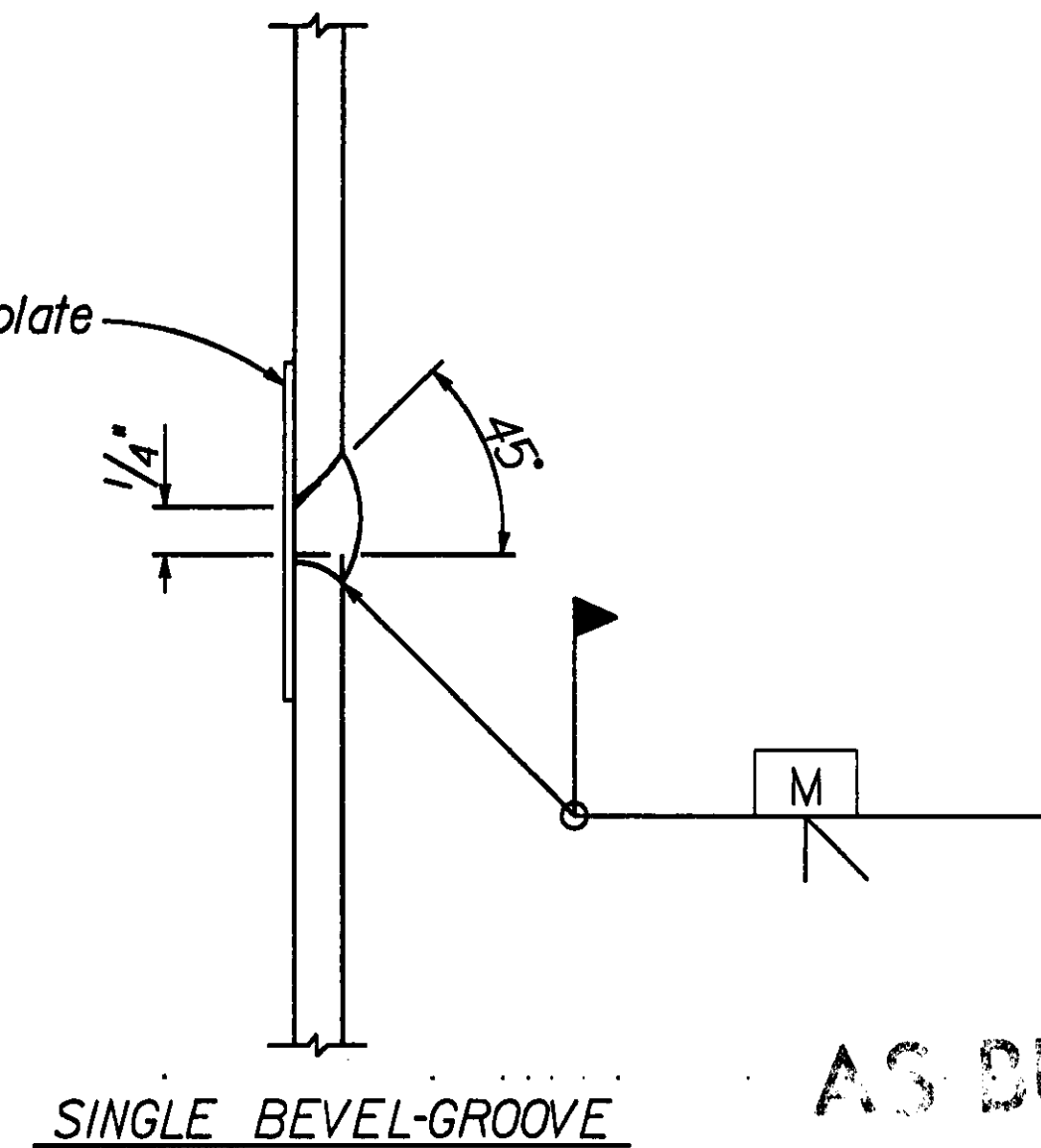


Concrete Strength: $f'c @ 28 \text{ days} = 3,250 - CCO \#3$
DESIGN LOADING = 100 tons



PILE WELDING DETAIL - BUTT JOINTS

- Notes:
1. Single Vee-Groove permitted for all positions.
 2. Single Bevel-Groove permitted for horizontal joints only.



AS BUILT

CORRECTIONS BY R. CRAIN
CONTRACT NO. 04-133084
DATE 6/25/95 MET 29 FEB 96

EARTHQUAKE RETROFIT PROJECT NO. 68

THREE CONNECTOR VIADUCT PILE DETAILS - CLASS 100

DESIGN OVERSIGHT
SIGNOFF DATE
2/14/92

DESIGN BY A. Carlton
DETAILS BY K. Dang
QUANTITIES BY Y. Hu/B. Waldrop

CHECKED W. Kwan
CHECKED W. Kwan
CHECKED Y. N.

PREPARED FOR THE
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

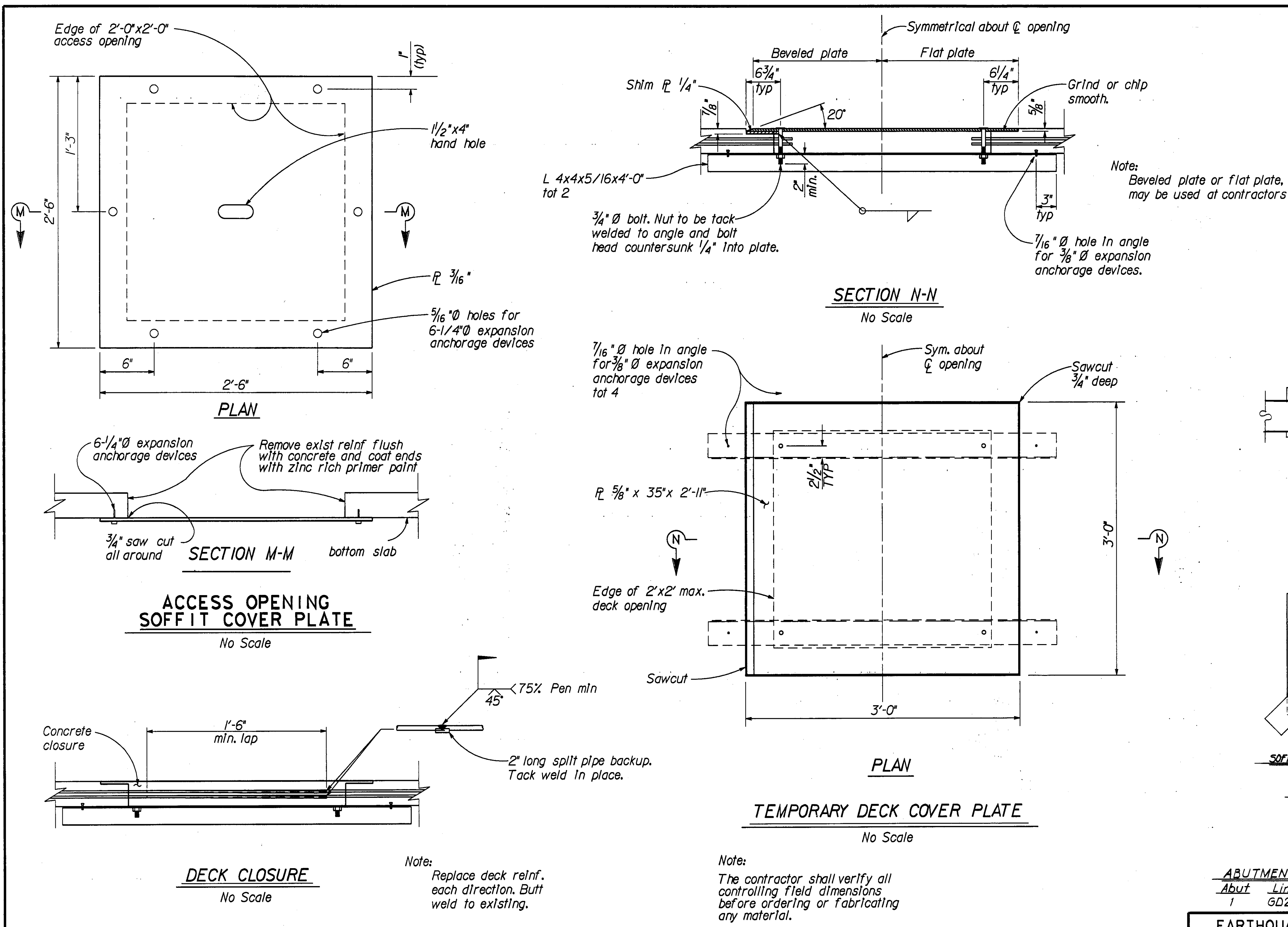
PROJECT ENGINEER
N. Tamanna

BRIDGE NO.
37-0270H
POST MILE

DISREGARD PRINTS BEARING
EARLIER REVISION DATES

REVISION DATES (PRELIMINARY STAGE ONLY)
SHEET 17 OF 29

TSOPMD01.DGN REV.08 KD 01/21/92



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	87,280	4.715.2, R2.2/R2.8	67	126

Nah Tamanna

6-22-92
PLANS APPROVAL DATE

Dokken Engineering
3221 RAMOS CIRCLE
SACRAMENTO, CA 95827 ***** (916) 361-3111

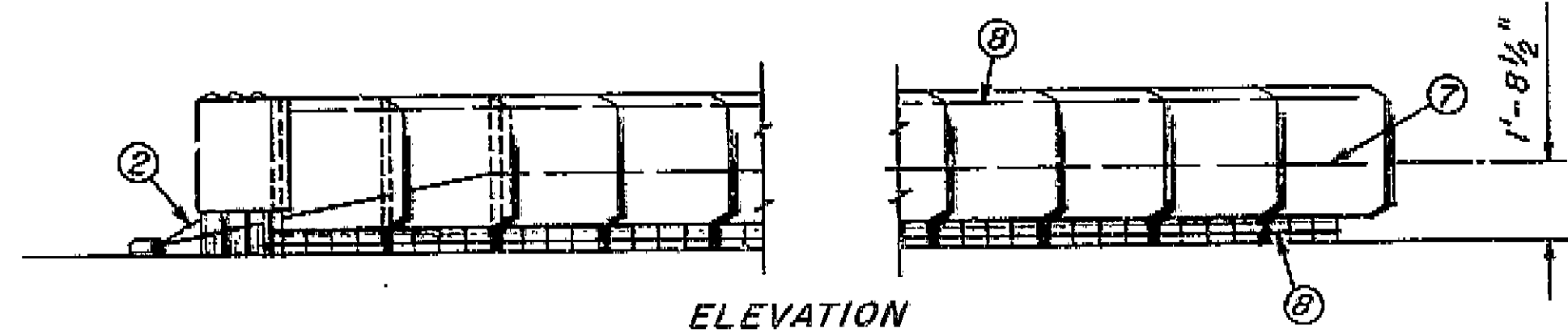
REGISTERED PROFESSIONAL ENGINEER
N. Tamanna
No. 37289
Exp. 6-30-92
STATE OF CALIFORNIA

<div>DESIGN OVERSIGHT</div> <div>2/14/92</div> <div>SIGNOFF DATE</div>	DESIGN	BY A. Carlton	CHECKED W. Kwan	PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	<div>PROJECT ENGINEER</div> <div><i>Nash Saman</i></div>	BRIDGE NO.	THREE CONNECTOR VIADUCT DECK AND SOFFIT OPENINGS										
	DETAILS	BY C. L'Estrange	CHECKED W. Kwan			37-0270H											
	QUANTITIES	BY Y. Hu/B. Waldrop	CHECKED Y. N.			POST MILE											
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS				CU 04 EA 13308K		DISREGARD PRINTS BEARING EARLIER REVISION DATES →				REVISION DATES (PRELIMINARY STAGE ONLY)				SHEET	OF		
										7/8/91	8/3/91	8/30/91				24	29

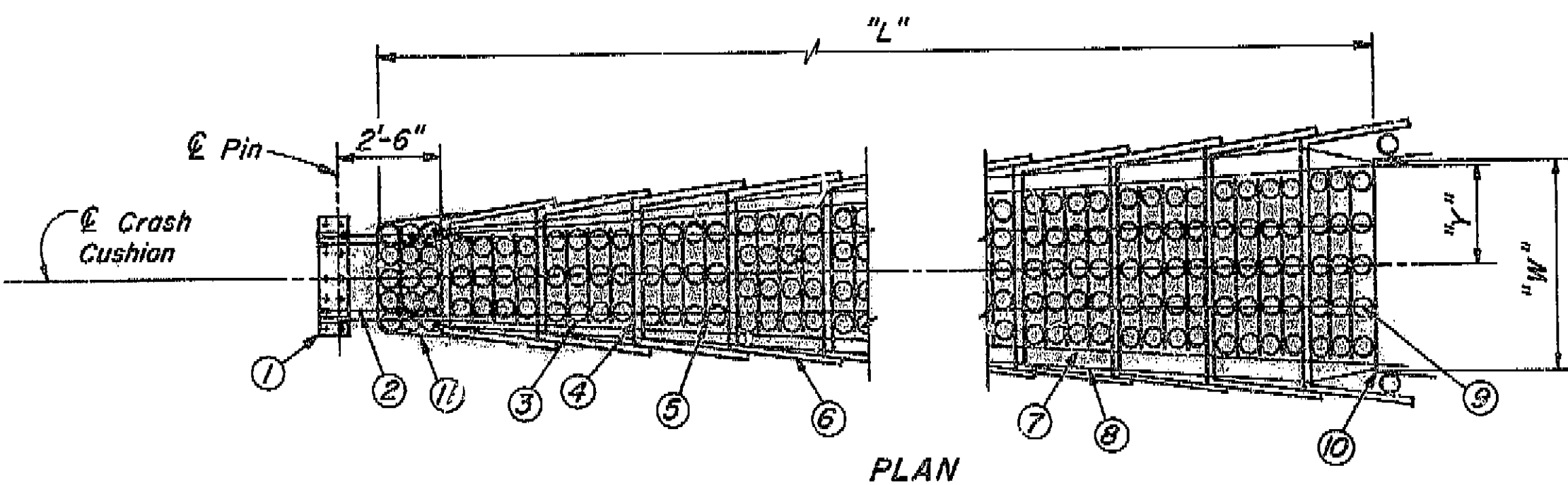
790PMD03.DGN REV.00 KD 01/02/92

NO.	COUNTY	DATE	FILE NO.	SCALE	REV.
04	SCL	87	51/61	50	66

April 10, 1978



ELEVATION



PLAN

LEGEND

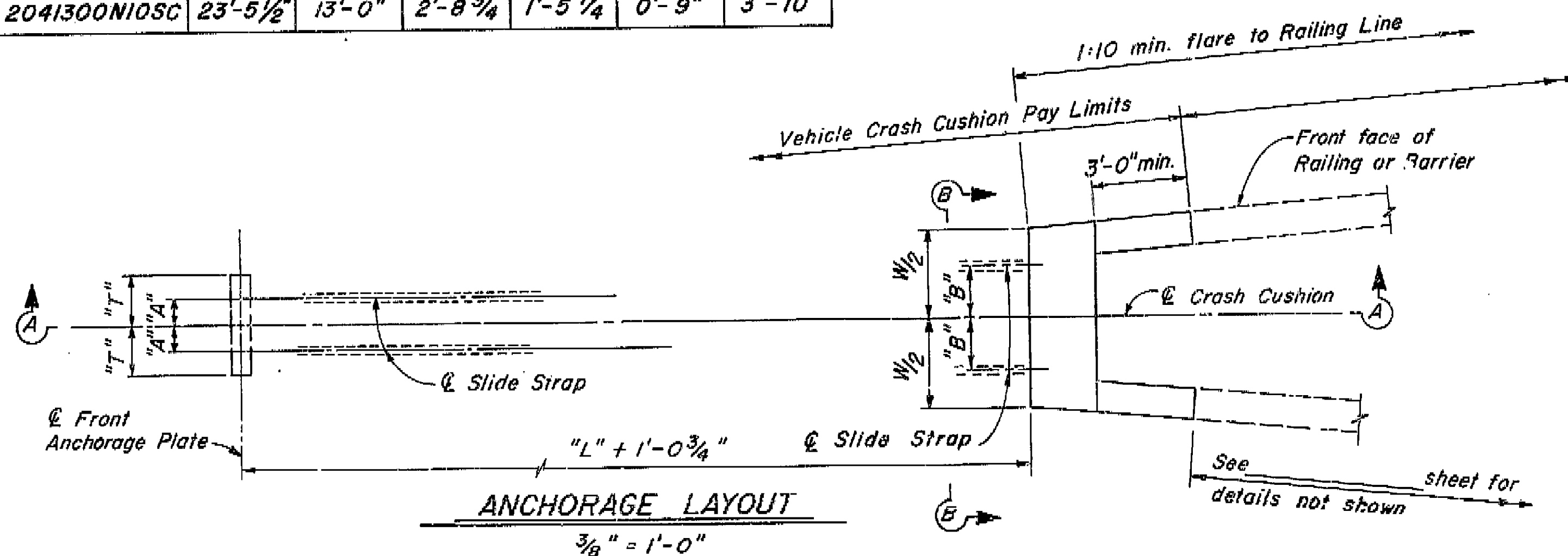
- | | | |
|-------------------------|--------------------------|---|
| ① Front Anchorage Plate | ⑤ Interior Panels [Gray] | ⑨ Slide Straps and Anchorages |
| ② Secondary Cables | ⑥ Fender Panels [Gray] | ⑩ Concrete Mounting Straps and Anchorages |
| ③ Hi-Dro Cushion Cells | ⑦ Restraining Cables | |
| ④ Diaphragms [Gray] | ⑧ Pull-Out Cables | ⑪ Safety-Flex Belt [Gray] |

VEHICLE CRASH CUSHION

(Energy Absorption Systems Inc. Model Number See Table)

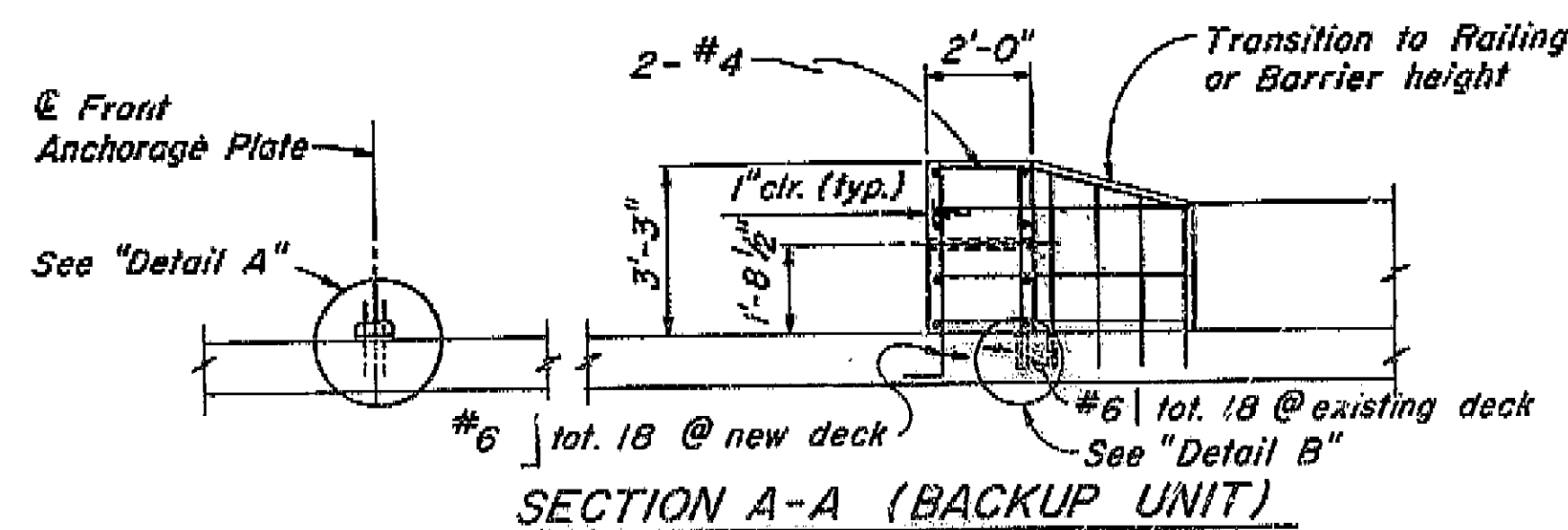
[] Indicates color of unit

Model No.	"L"	"W"	"Y"	"T"	"A"	"B"
2041300N10SC	23'-5 1/2"	13'-0"	2'-8 3/4"	1'-5 1/4"	0'-9"	3'-10"



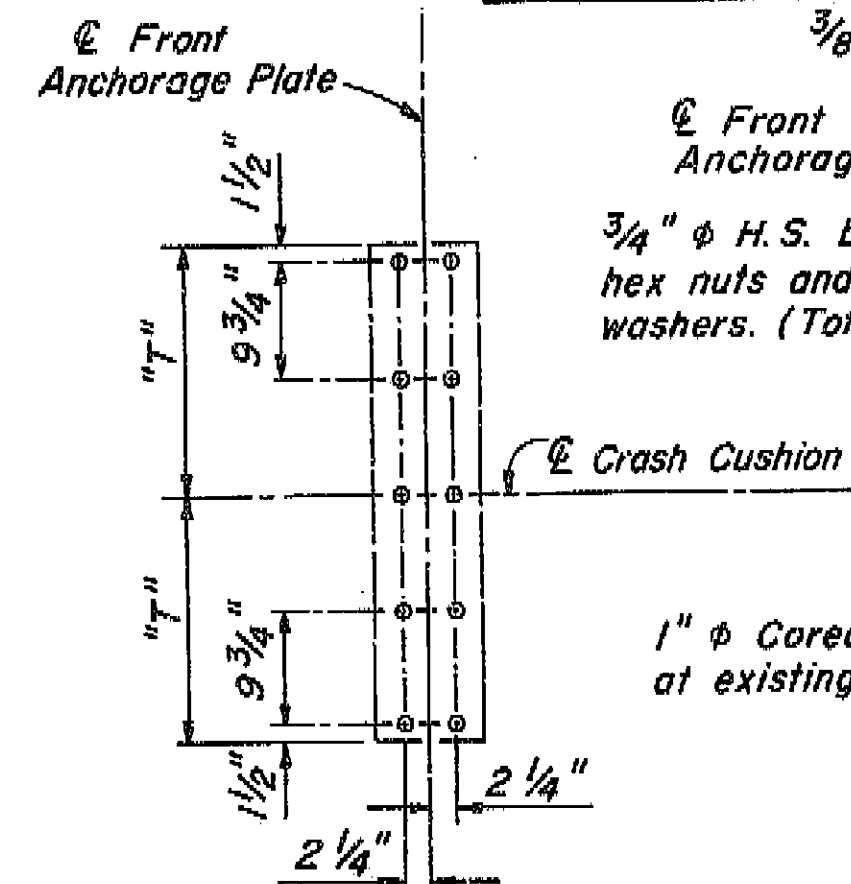
ANCHORAGE LAYOUT

3/8" = 1'-0"

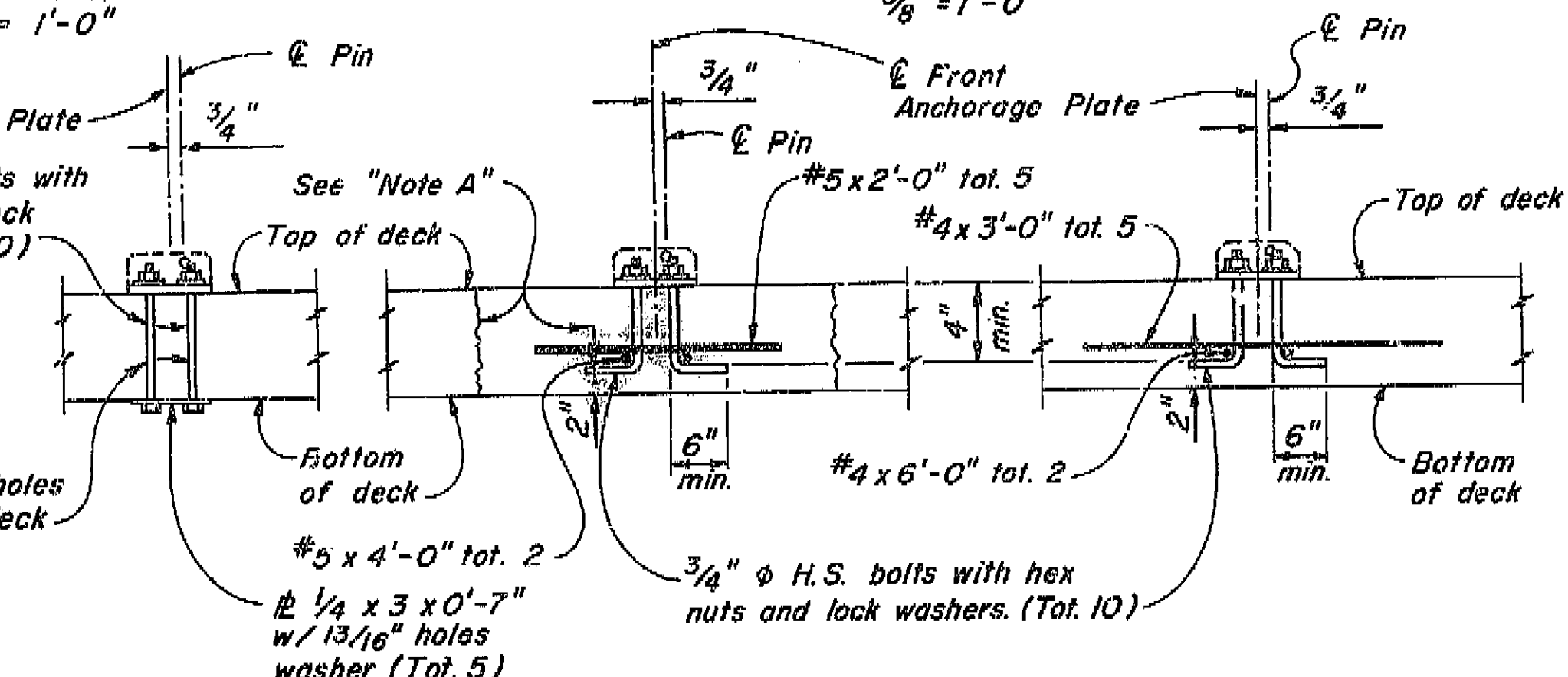


SECTION A-A (BACKUP UNIT)

3/8" = 1'-0"



FRONT ANCHORAGE PLATE
BOLT LAYOUT



EXISTING DECK ALTERNATIVE-EXISTING DECK NEW DECK

DETAIL A

Note A

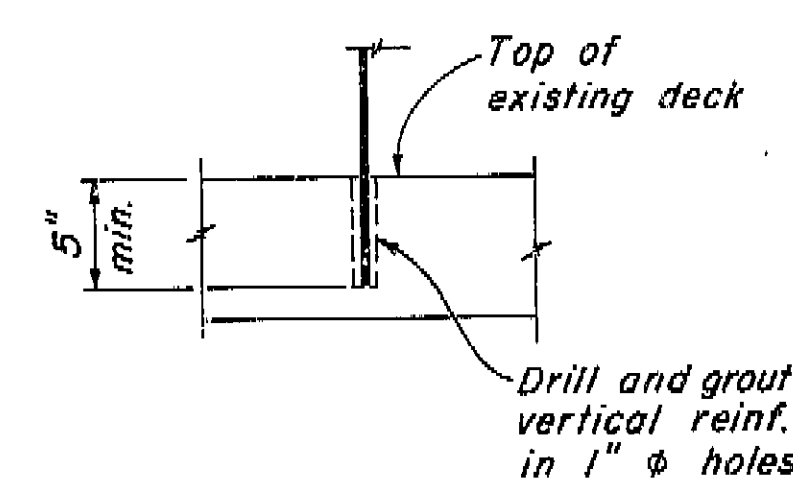
Remove and replace concrete deck section indicated without damage to existing reinf.

Note:

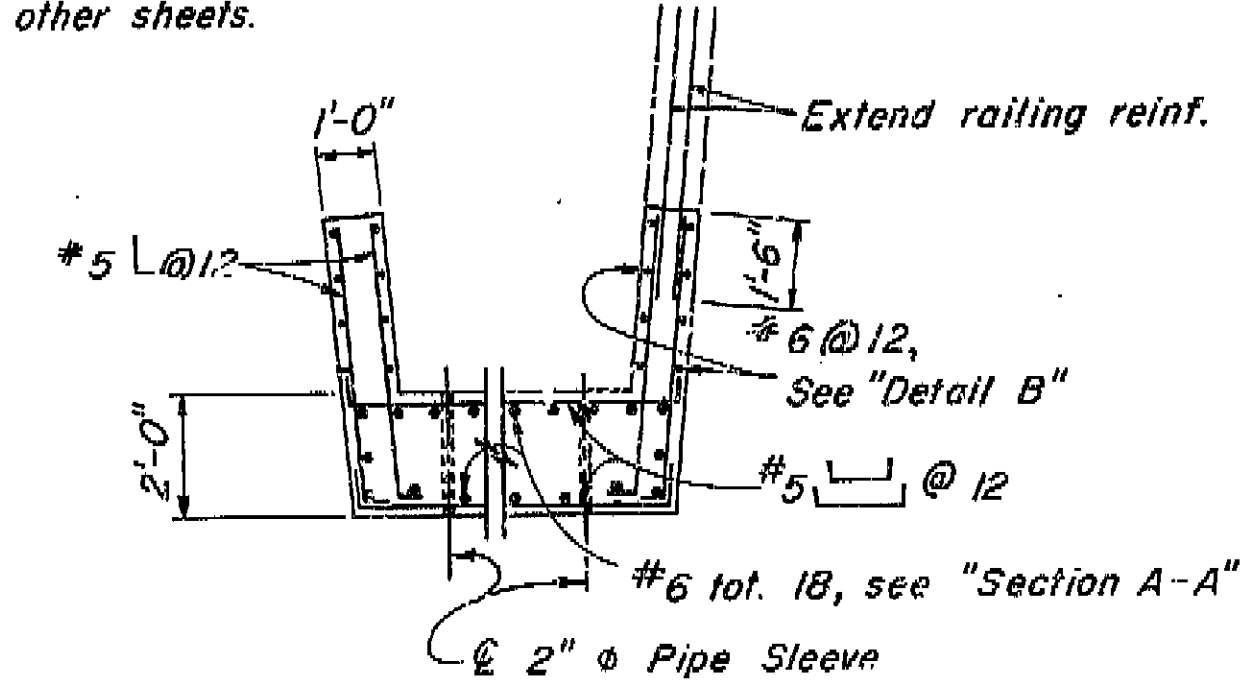
All hardware to be galvanized after fabrication.
For deck slab details and reinf. see other sheets.

AS BUILT

CONTRACT NO. 04-398054
DATE 8/1/80



DETAIL B



SECTION C-C

3/8" = 1'-0"

DESIGN	By <i>W. Lee</i>	Checked <i>W. Lee</i>
DETAILS	By <i>R. Lee</i>	Checked <i>W. Lee</i>
QUANTITIES	By <i>R. Lee</i>	Checked <i>W. Lee</i>

State of CALIFORNIA
DEPARTMENT OF TRANSPORTATION

BRIDGE DEPARTMENT
DESIGN SECTION
PROJECT ENGINEER *W. Lee*

BRIDGE NO.
37-273K
POST MILE
X5.2

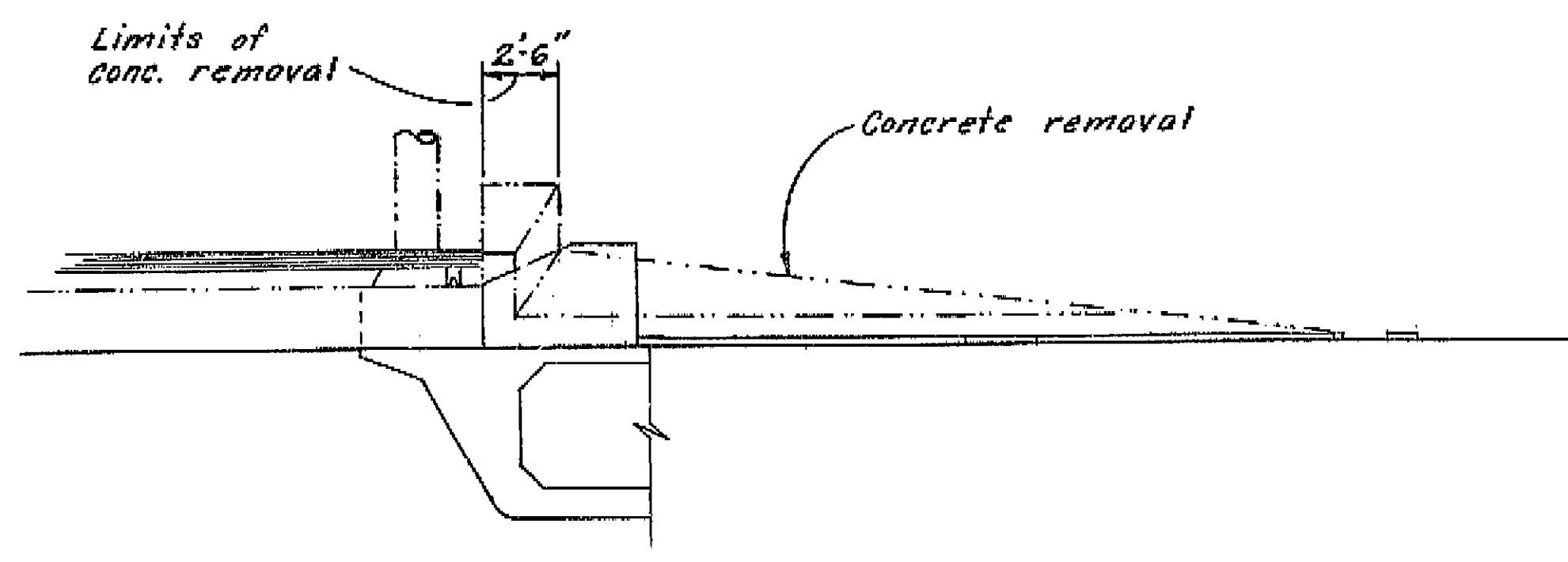
ROUTE 280/87 INTERCHANGE-CRASH CUSHION
VEHICLE CRASH CUSHION-HYDRAULIC

ON NEW OR EXISTING BRIDGE DECK

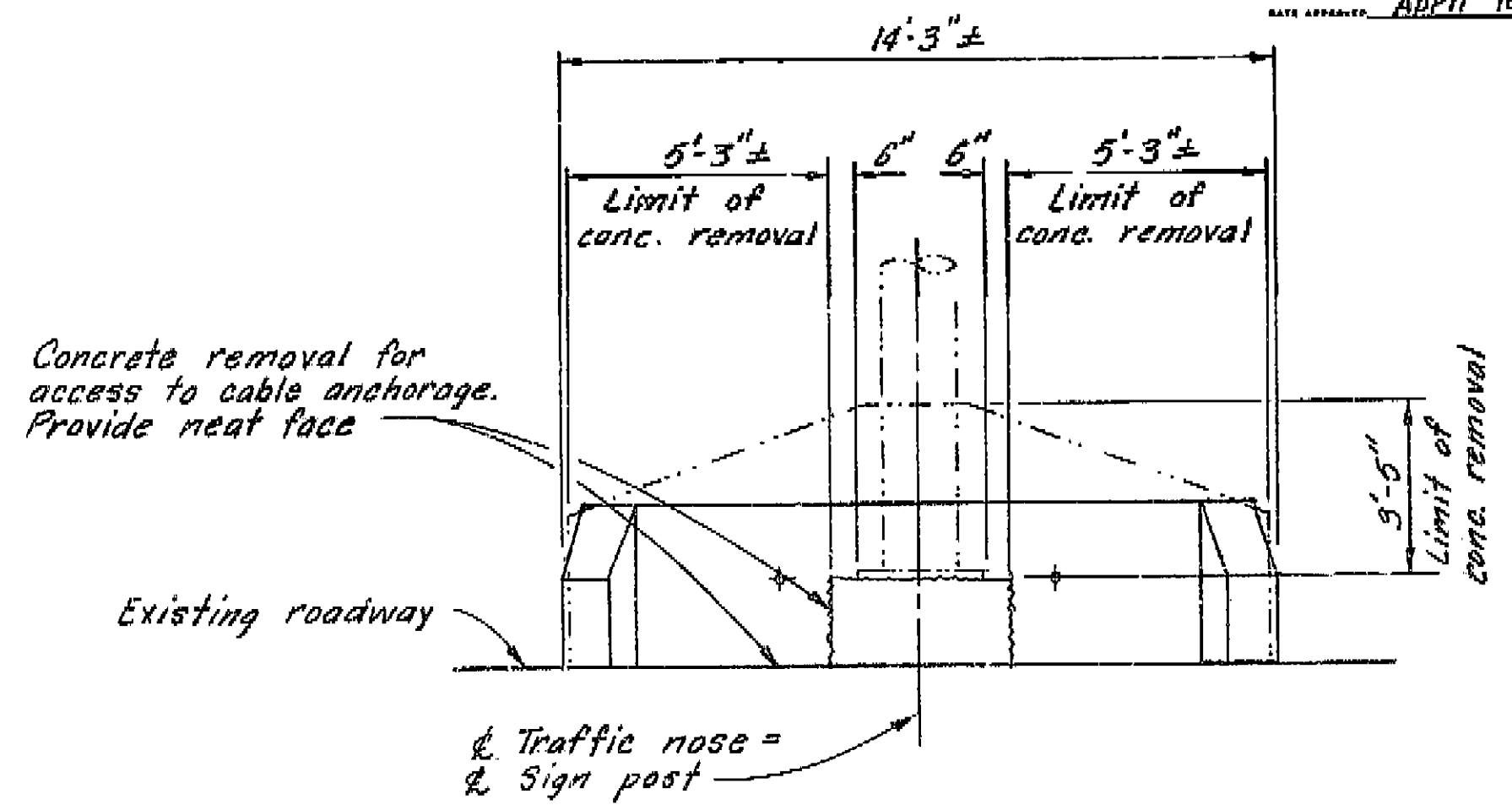
AS BUILT PLANS
Contract No. 04-398054
Date Completed 8-1-80
Document No.

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF TRANSPORTATION.
8-15-80 *Joseph M. Gata* *Superintendent*

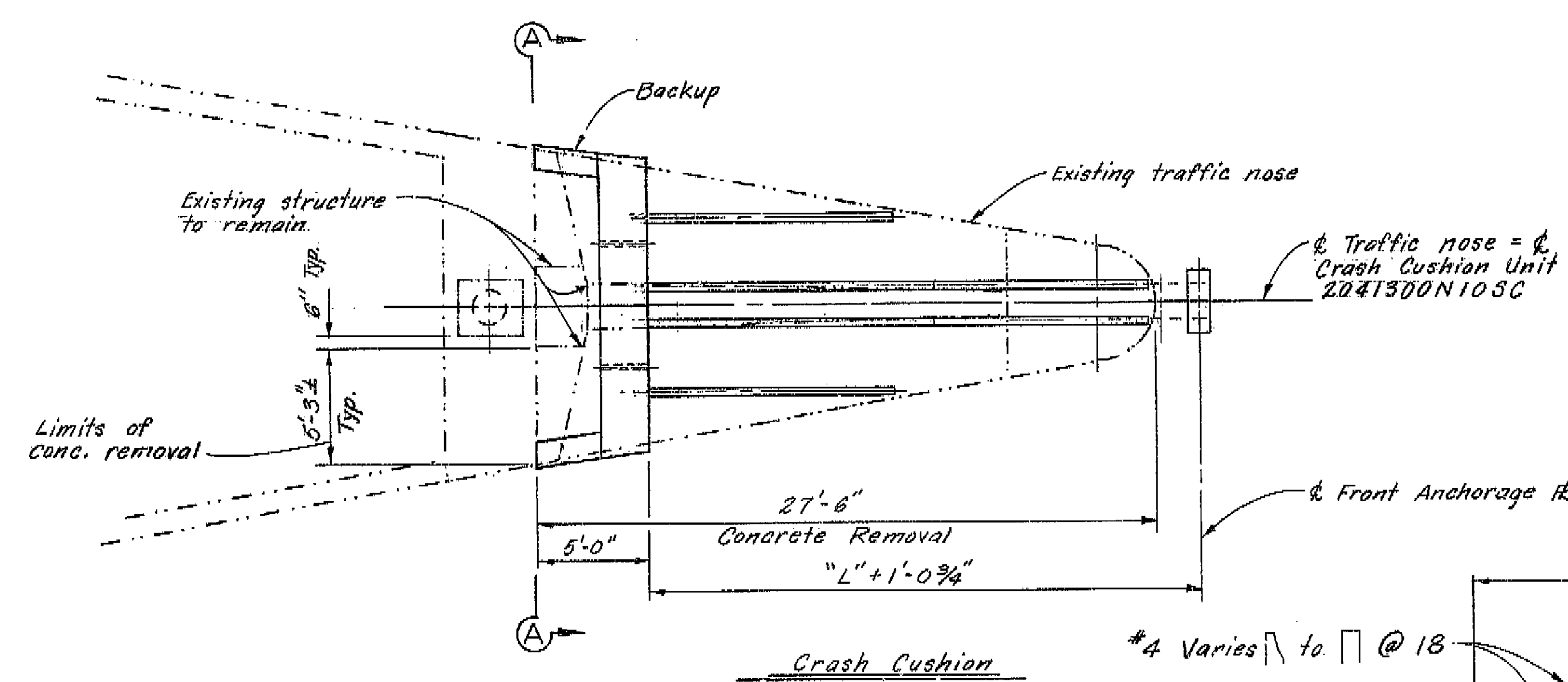
DIST.	COUNTY	ROUTE	STATION	TOTAL PROJECT	DATE	BY
34	SCL	87	5.1/61	49	46	
O. E. Bunker						8558
DATE APPROVED: April 10, 1978						



ELEVATION
1/4" = 1'



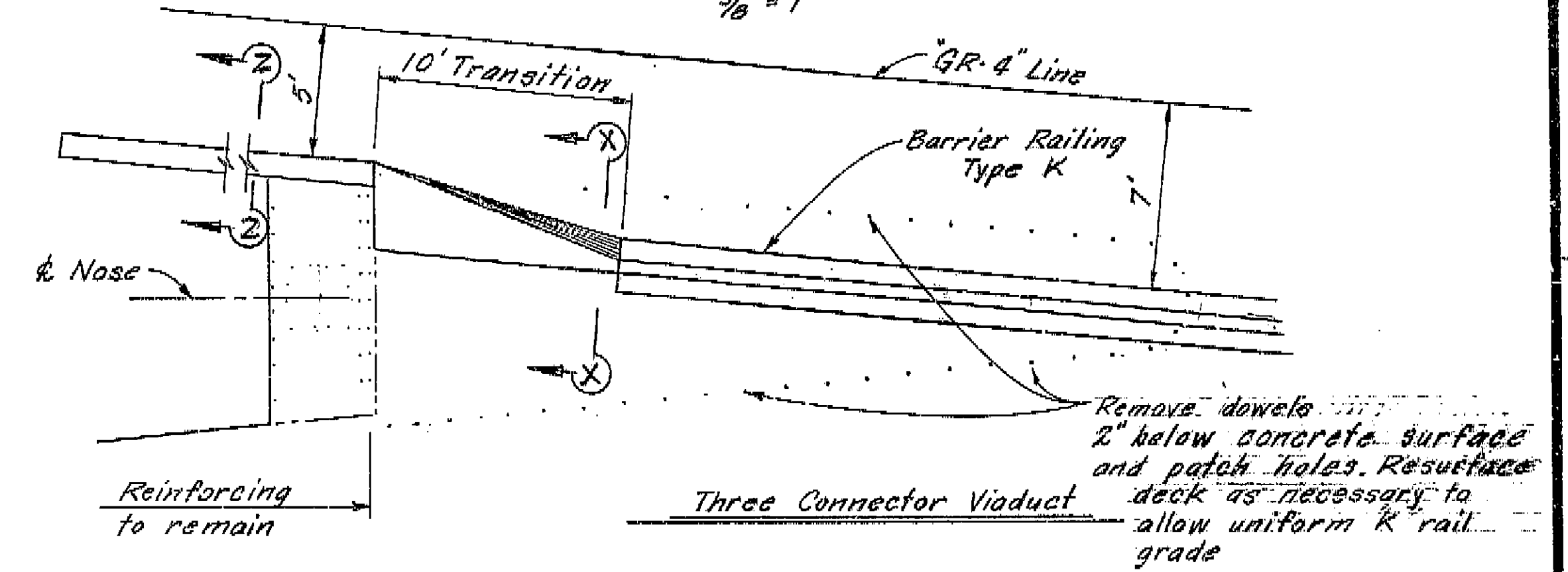
SECTION A-A
1/8" = 1'



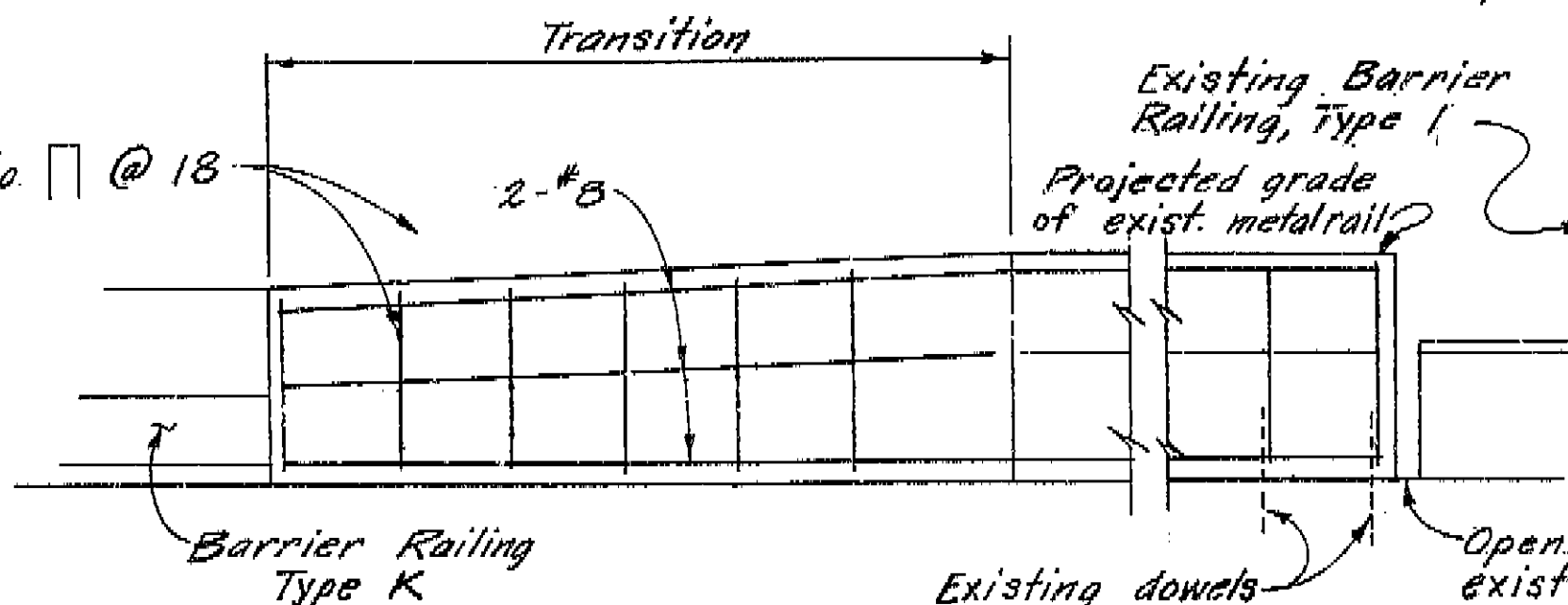
PLAN
1/4" = 1'

Note: Resurface exposed concrete removal area.
See "Vehicle Crash Cushion-Hydraulic" for standard details not shown.

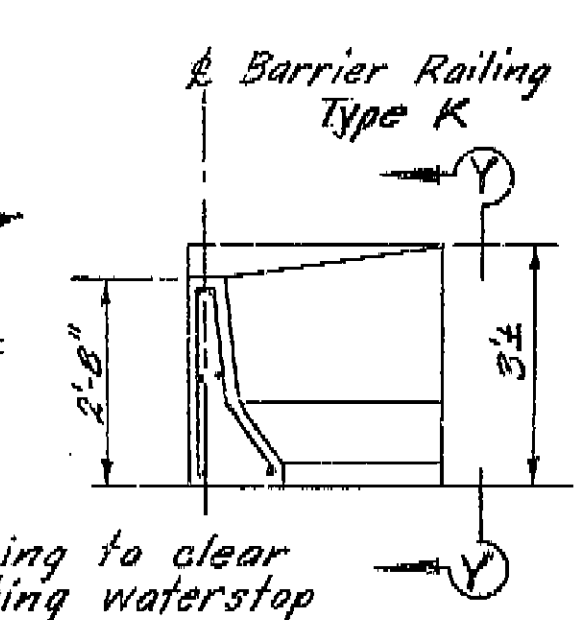
NOTE:
THE CONTRACTOR SHALL VERIFY ALL DEPENDENT DIMENSIONS IN THE FIELD BEFORE ORDERING OR FABRICATING ANY MATERIAL.



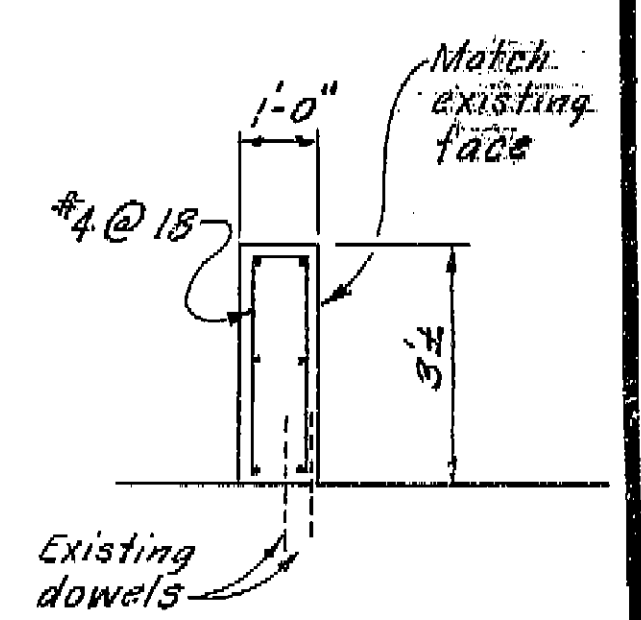
PLAN
1/4" = 1'



SECTION Y-Y
1/2" = 1'



SECTION X-X
1/2" = 1'



SECTION Z-Z
1/2" = 1'

49

DESIGN	BY O. E. Bunker	CHECKED P. H. Bunker
DETAILS	BY R. Lee	9/77
QUANTITIES	BY R. Lee	11/77

State of CALIFORNIA
DEPARTMENT OF TRANSPORTATION

STRUCTURES - DESIGN 7
PROJECT ENGINEER O. E. Bunker

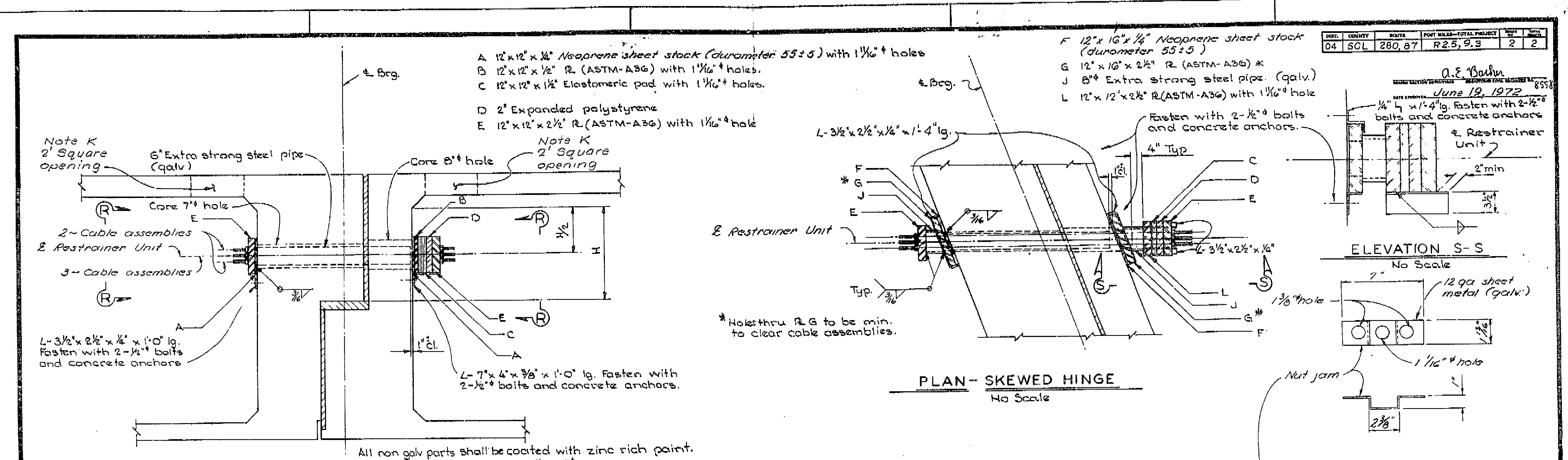
BRIDGE NO. 37-270
POST MILE 37-273 R/L
X5.2

ROUTE 280/87 INTERCHANGE CRASH CUSHION
NOSE MODIFICATION DETAIL

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	0 1 2 3	CU WO	Revised price bearing outline revision dates	7/4/80	REVISION DATES (PRELIMINARY STAGE ONLY)	SHEET 1 OF 3
--	---------	-------	--	--------	---	--------------

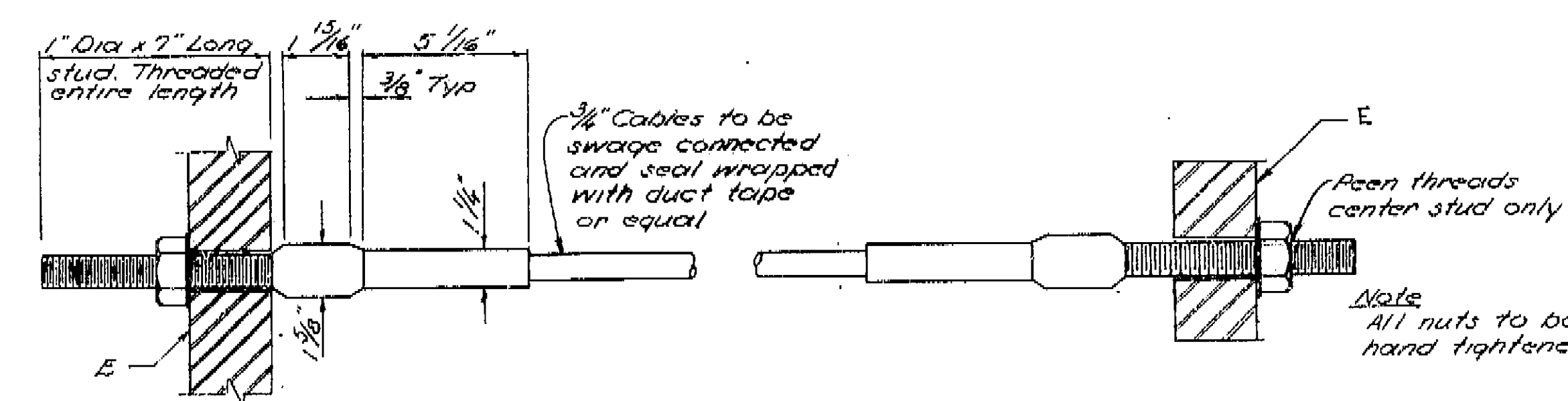
AS BUILT PLANS
Contract No. 04-33805A
Date Completed 8-1-80
Document No.

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF TRANSPORTATION.
8-15-80 Joseph M. Costa Supervisor of Highways



Note K:

Not more than two main longitudinal reinforcing bars may be cut out at each opening, unless otherwise directed by the Engineer. All transverse and 1/2" reinf. cut and adjusted by the Engineer prior to replacing concrete in openings. Location of openings in top slab to be determined by the Engineer.



HINGE RESTRAINERS DATA

Hinge Location	Skew	No. of Restrainers	Hinge Location	Skew	No. of Restrainers	Hinge Location	Skew	No. of Restrainers
648+29.73 GD4(1)	0	2	665+90.45 GR4(7)	0	2	657+07.81 GD2(13)	0	2
651+78.23 GD4(2)	0	3	669+29.97 GR4(8)	0	2	659+43.31 GD2(14)	0	2
655+35.07 GD4(3)	0	2	673+11.47 GR4(9)	0	2	661+78.31 GD2(15)	0	3
658+30.07 GD4(4)	0	2	646+97.85 GD2(10)	0	2	379+31.50 GR1(16)	0	1
659+47.26 GD4(5)	0	2	650+58.35 GD2(11)	0	2	376+58.00 GD3(17)	0	2
662+52.76 GD4(6)	1 1/2	3	653+62.81 GD2(12)	0	2	373+79.00 GD3(18)	0	2

AS BUILT PLANS
Contract No. 01-208474
Date Completed 10/1/74
Document No. 40066058

GENERAL NOTES

DESIGN: A.A.S.H.O. dated 1969 with revisions and as supplemented by BRIDGE PLANNING AND DESIGN MANUAL.

LIVE LOADING: HS20-44 and alternative

REINFORCED CONCRETE: $f_c = 24,000$ PSI, except $= 20,000$ PSI in transverse deck slabs and stirrups

$f_s = 1,300$ PSI, except $= 1,200$ PSI in transverse deck slabs

$n = 10$

BRIDGE DEPARTMENT
DESIGN SECTION 16

Project: Route 280/87 Interchange

Design: J. Ikami

Details: J. Ikami

Quantity: J. Ikami

Check: Fred Sage

ROUTE 280/87 INTERCHANGE
COMPLETED CONSTRUCTION
HINGE RESTRAINER

BRIDGE: 37-370 POET: 37-370 DRAWING: NO. 37-370-1

DATE: 10/1/74

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.

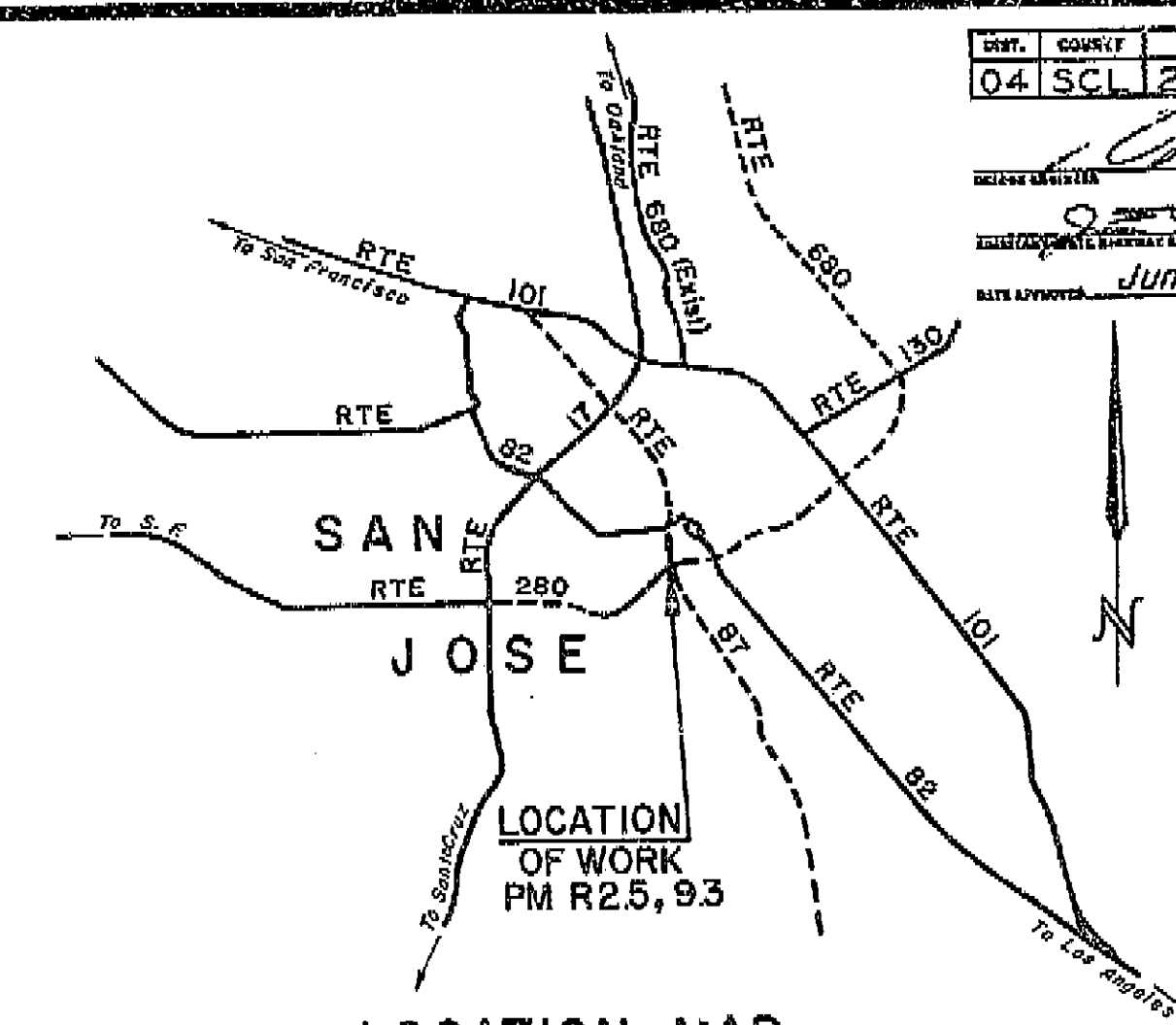
DATE: 3/13/73 SIGNATURE: James E. Cant TITLE: SR. Asst.

INDEX OF SHEETS

Sheet No. 1 Title and Location Map
 " " 2 Hinge Restrainer Locations and Details

DIST.	COUNTY	SHEET	POST MILES-TOTAL PROJECT	DATE	REVISION
04	SCL	280, 87	R 2.5, 9.3	1	2

DESIGNED BY *[Signature]*
 CHECKED BY *[Signature]*
 DATE *June 19, 1972*

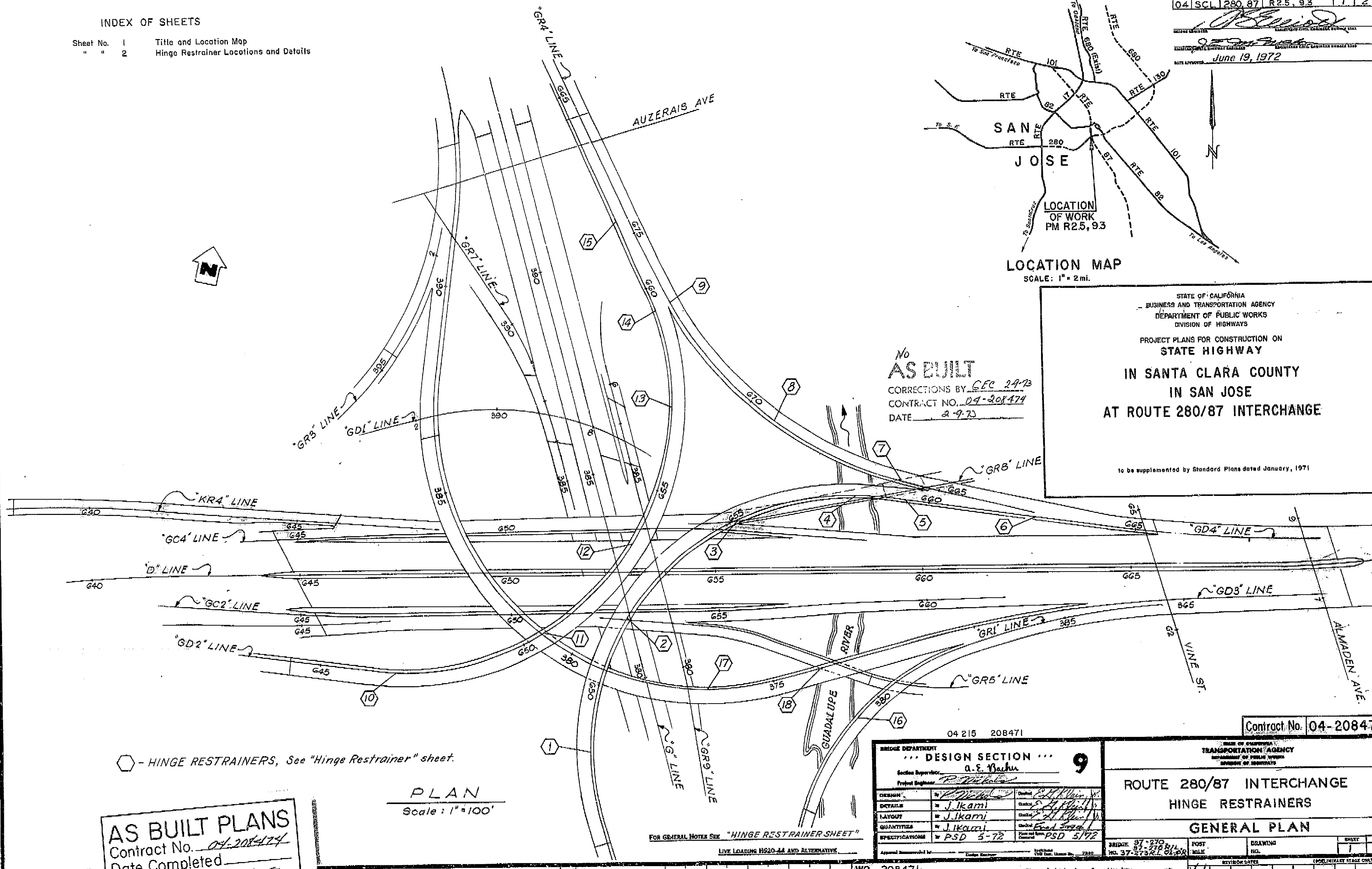


LOCATION MAP
 SCALE: 1" = 2 mi.

STATE OF CALIFORNIA
 BUSINESS AND TRANSPORTATION AGENCY
 DEPARTMENT OF PUBLIC WORKS
 DIVISION OF HIGHWAYS
 PROJECT PLANS FOR CONSTRUCTION ON
 STATE HIGHWAY
 IN SANTA CLARA COUNTY
 IN SAN JOSE
 AT ROUTE 280/87 INTERCHANGE

to be supplemented by Standard Plans dated January, 1971

No
AS BUILT
 CORRECTIONS BY *GEC 2472*
 CONTRACT NO. *04-208474*
 DATE *2-9-73*



○ - HINGE RESTRAINERS, See "Hinge Restrainer" sheet.

PLAN
 Scale: 1" = 100'

AS BUILT PLANS
 Contract No. *04-208474*
 Date Completed *2/13/73*
 Document No. *40006058*

FOR GENERAL NOTES SEE "HINGE RESTRAINER SHEET"

LIVE LOADING HS20-44 AND ALTERNATIVE

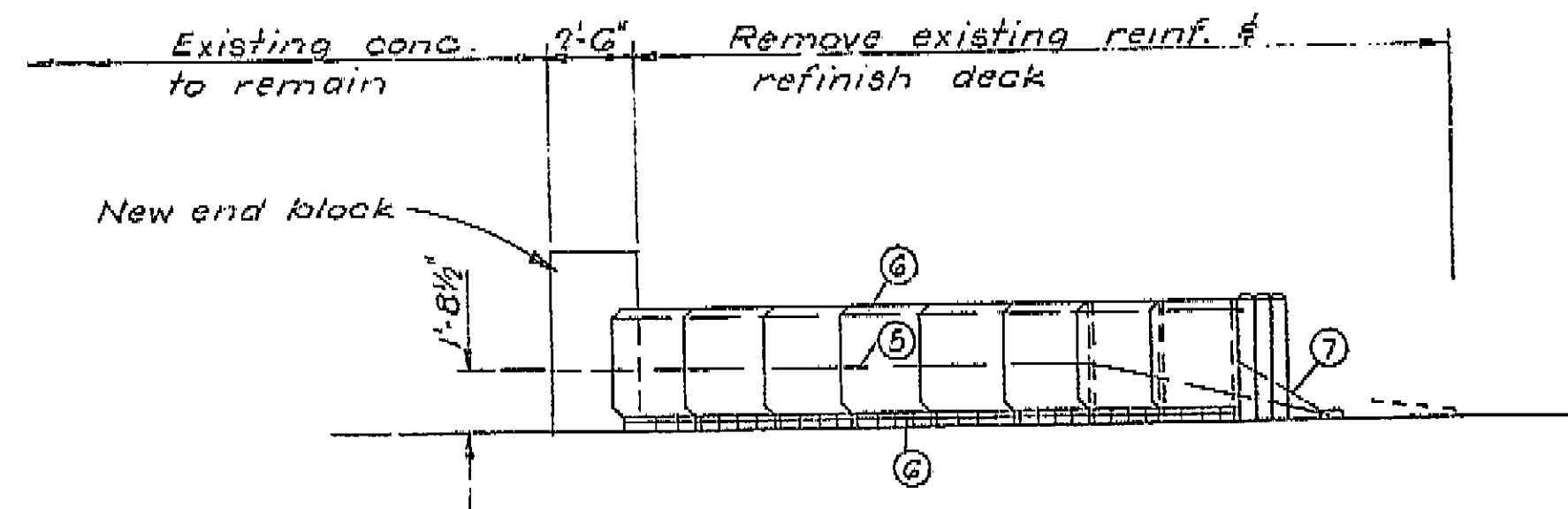
ORIGINAL SCALE
 IN INCHES

BRIDGE DEPARTMENT DESIGN SECTION 9 Section Supervisor: <i>a. E. Bach</i> Project Engineer: <i>[Signature]</i>		STATE OF CALIFORNIA TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
DESIGNER: <i>[Signature]</i> CHECKER: <i>[Signature]</i> LAYOUT: <i>[Signature]</i> QUANTITIES: <i>[Signature]</i> SPECIFICATIONS: <i>[Signature]</i>		ROUTE 280/87 INTERCHANGE HINGE RESTRAINERS GENERAL PLAN	
Bridge: <i>97-270</i> No. <i>37-270</i> Date: <i>2/13/73</i>		Drawing: <i>1</i> Sheet: <i>2</i>	
Approved: <i>[Signature]</i> Date: <i>2/13/73</i>		Revision: <i>[Signature]</i> Date: <i>2/13/73</i>	

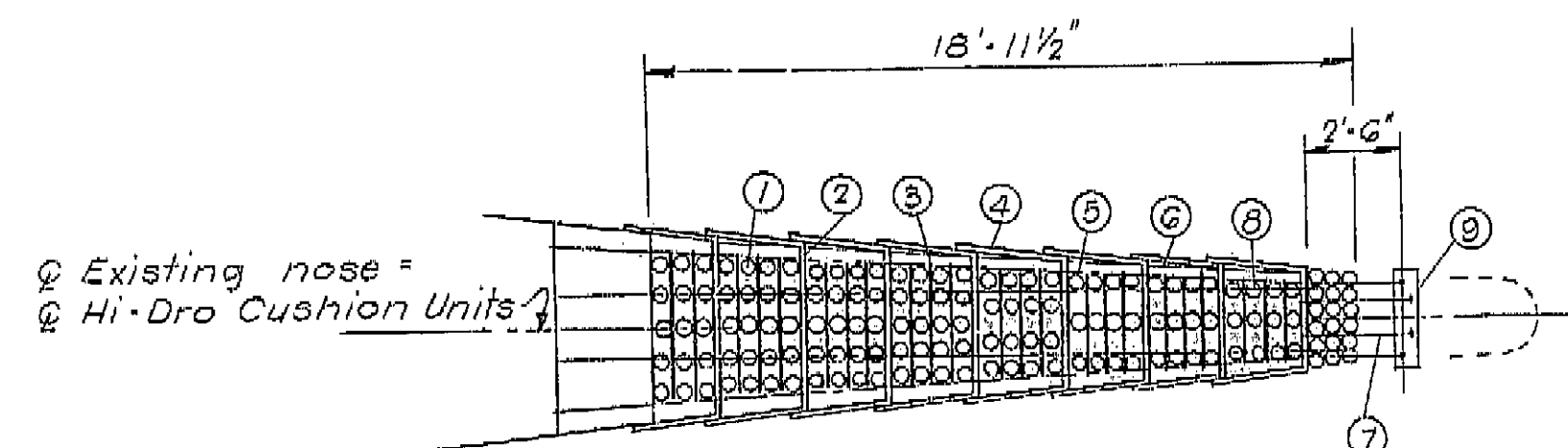
I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE *2/13/73* SIGNATURE *[Signature]* TITLE *SR. AS*

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCL	280/87	R2.5/9.3	3	3

DESIGNED BY A. E. Balboa
 DATE APPROVED June 12, 1972 8558



ELEVATION
 Scale: 1/4" = 1'-0"

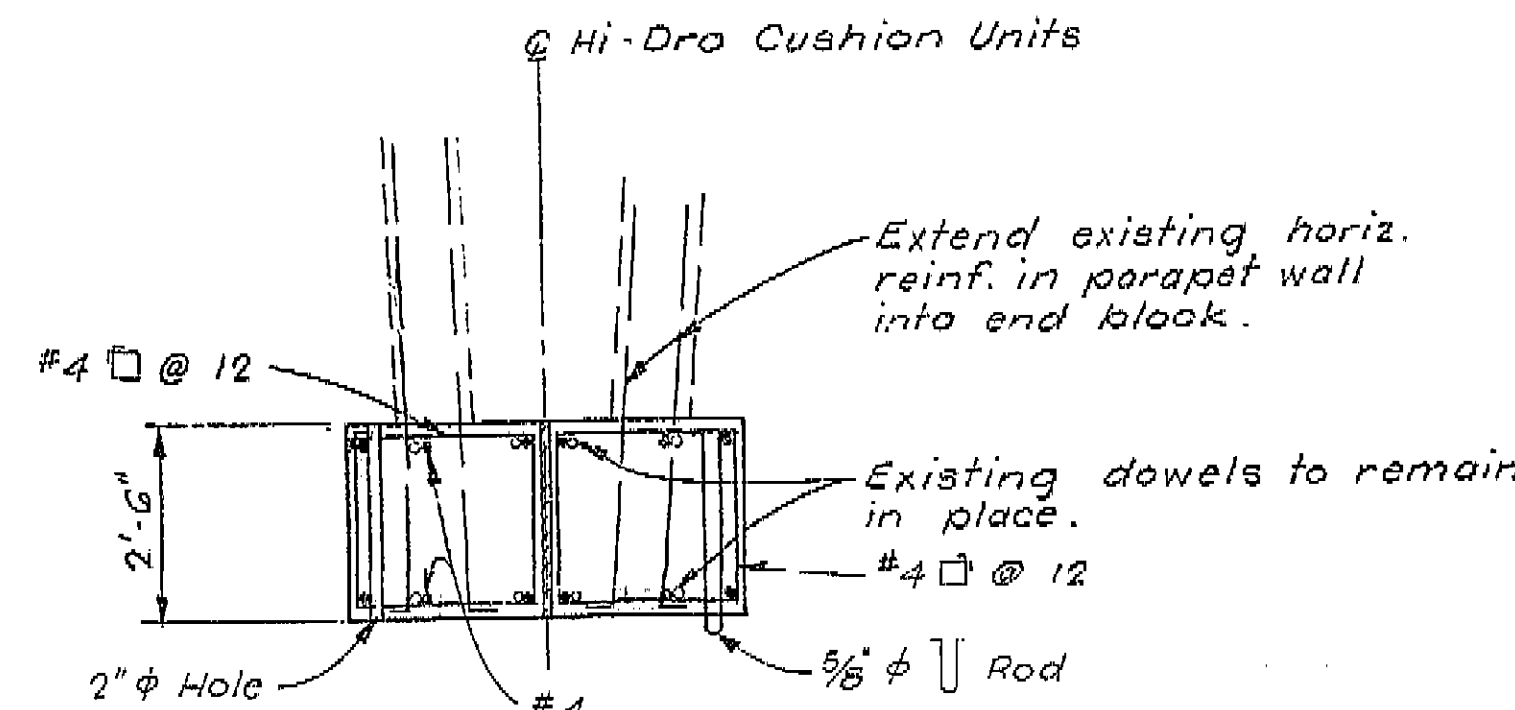


PLAN
 Scale: 1/4" = 1'-0"
 ⑥ GD4-D

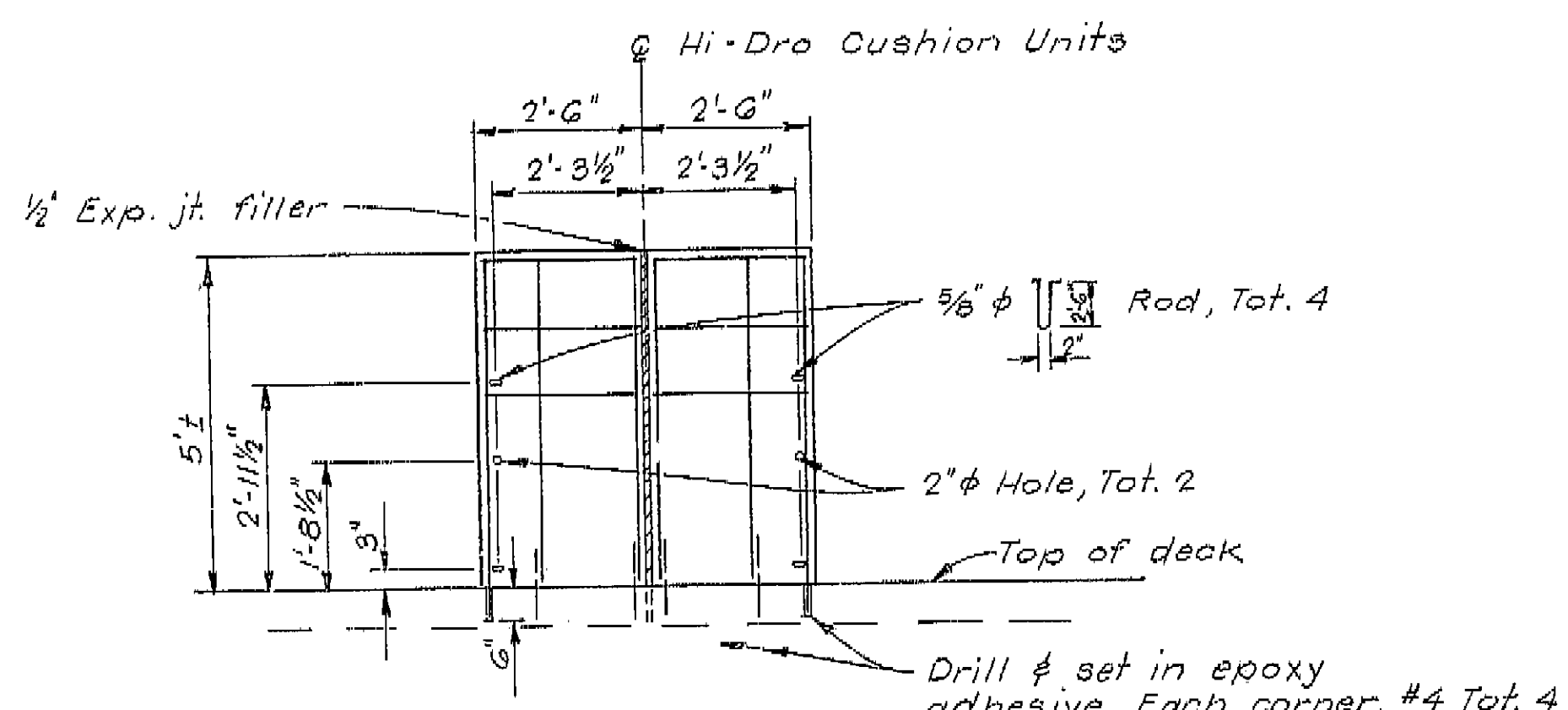
LEGEND

- ① Hi-Dro Cushion Cells
- ② Diaphragms
- ③ Interior Panels
- ④ Fender Panels
- ⑤ Restraining Cables
- ⑥ Pull-Out Cables
- ⑦ Secondary Cables
- ⑧ Slide Straps
- ⑨ Front Anchorage Plate

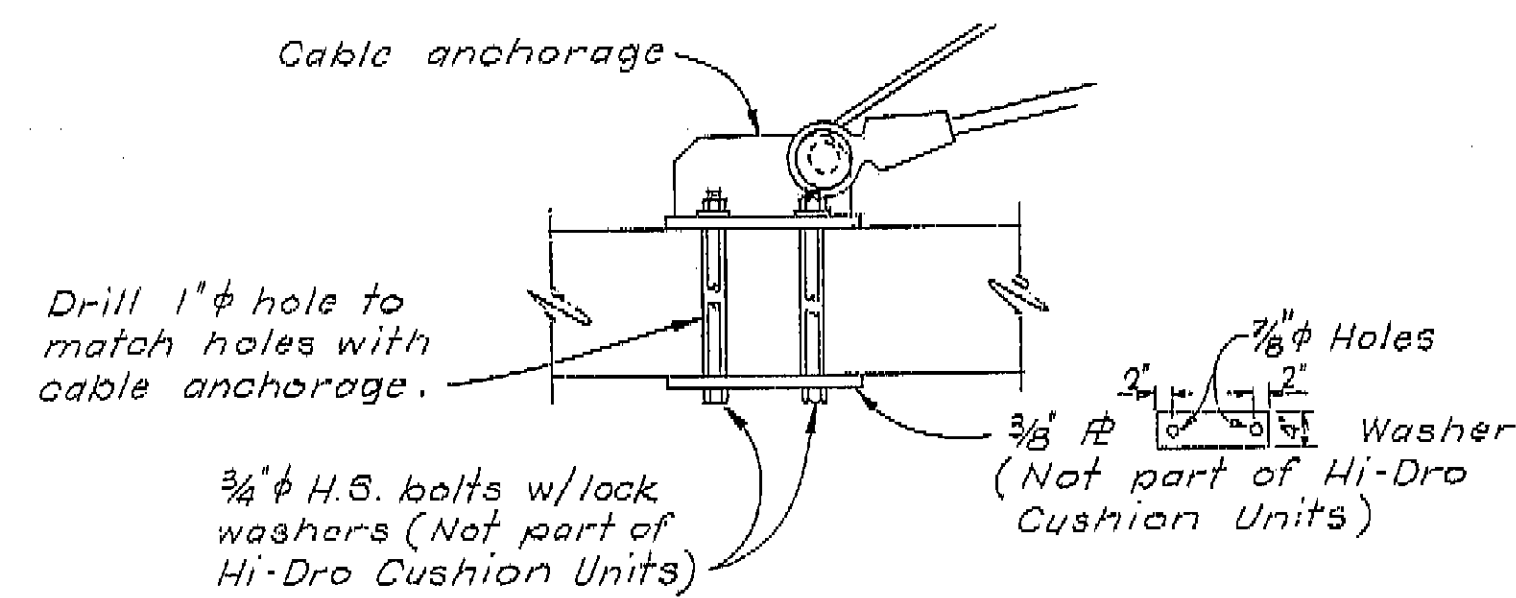
ENERGY ABSORPTION SYSTEMS INC.
 Standard Medium Unit Eight Bay
 Model No. 209608583



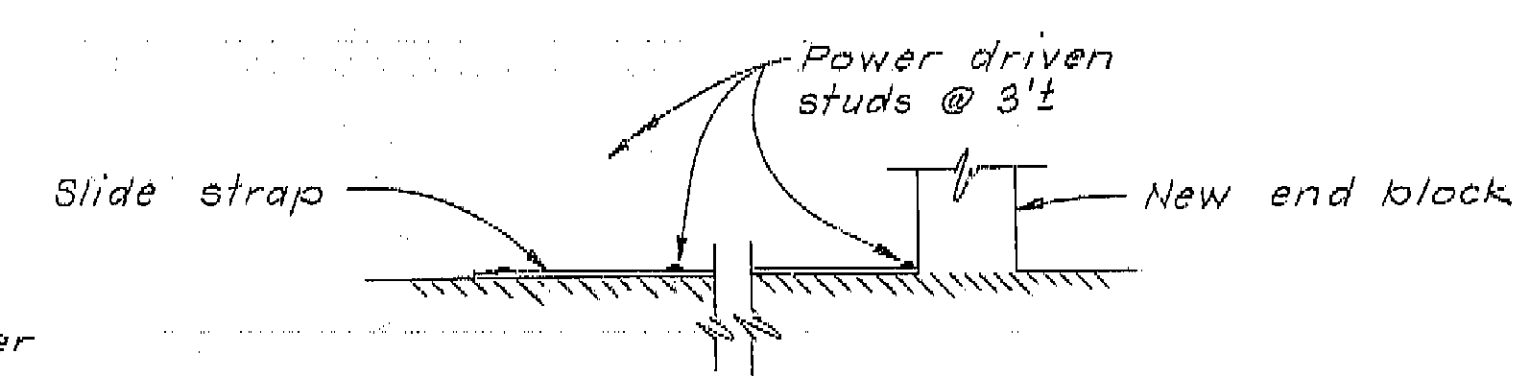
PLAN



ELEVATION
END BLOCK DETAILS
 Scale: 1/2" = 1'-0"



CABLE ANCHORAGE CONNECTION
 Scale: 1/2" = 1'-0"



SLIDE STRAP CONNECTION
 No Scale

AS BUILT PLANS
 Contract No. 04-208454
 Date Completed
 Document No. 4006059

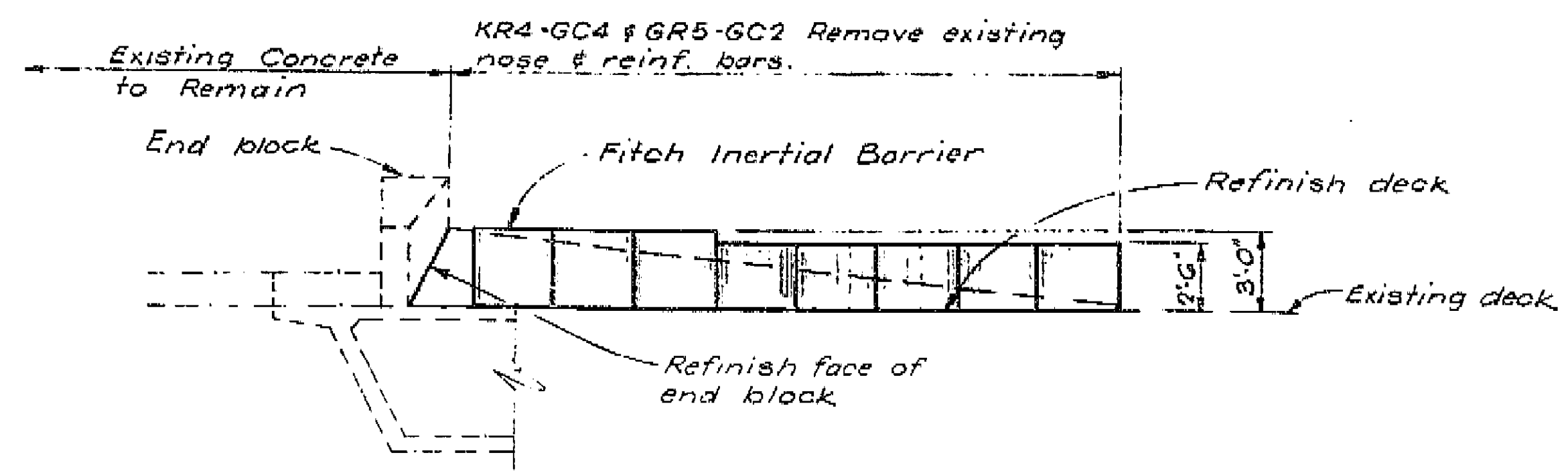
NOTE:
 THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN THE FIELD BEFORE ORDERING OR FABRICATING ANY MATERIAL.

BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Project <u>R. Delator</u>		ROUTE 280/87 INTERCHANGE NOSE MODIFICATION	
DESIGN <u>J. Ikami</u>		IMPACT ATTENUATOR DETAILS NO. 2	
DETAILS <u>J. Ikami</u>		BRIDGE <u>37-275</u> POST <u>208451</u>	
QUANTITIES <u>Fred Sate</u>		NO. <u>37-275</u> MILE <u>04215</u>	
		SHEET <u>3</u> OF <u>3</u>	

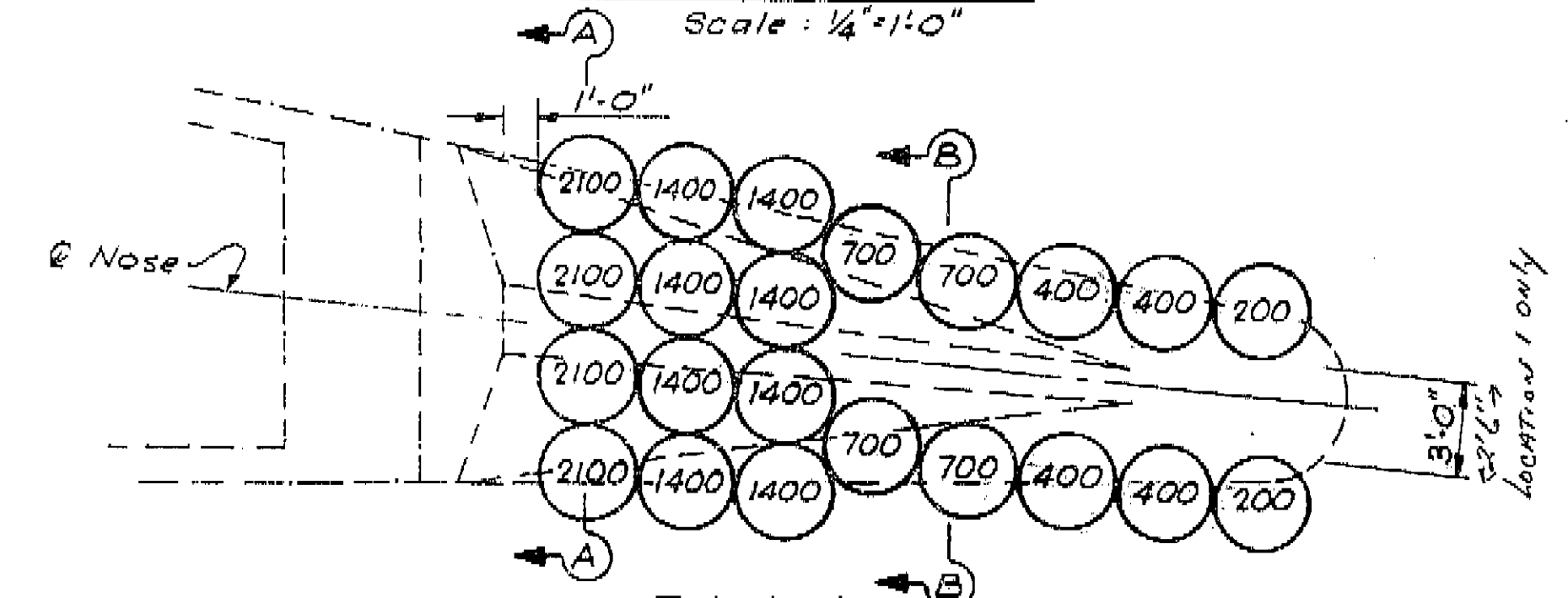
I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE 3/13/73 SIGNATURE James E. Cant TITLE SE. Eng.

DIST.	COUNTY	ROUTE	POST MILE-TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	280/87	R 2.5/9.3	2	3

DESIGNED BY J. E. Baugh
 DATE June 12, 1972 8558

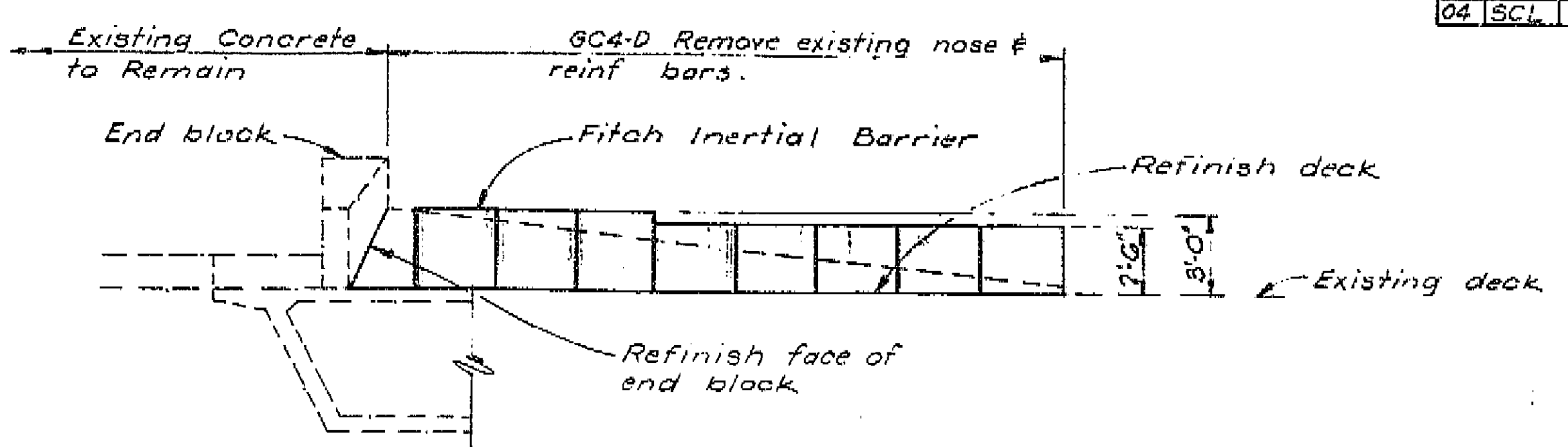


ELEVATION
Scale: 1/4" = 1'-0"

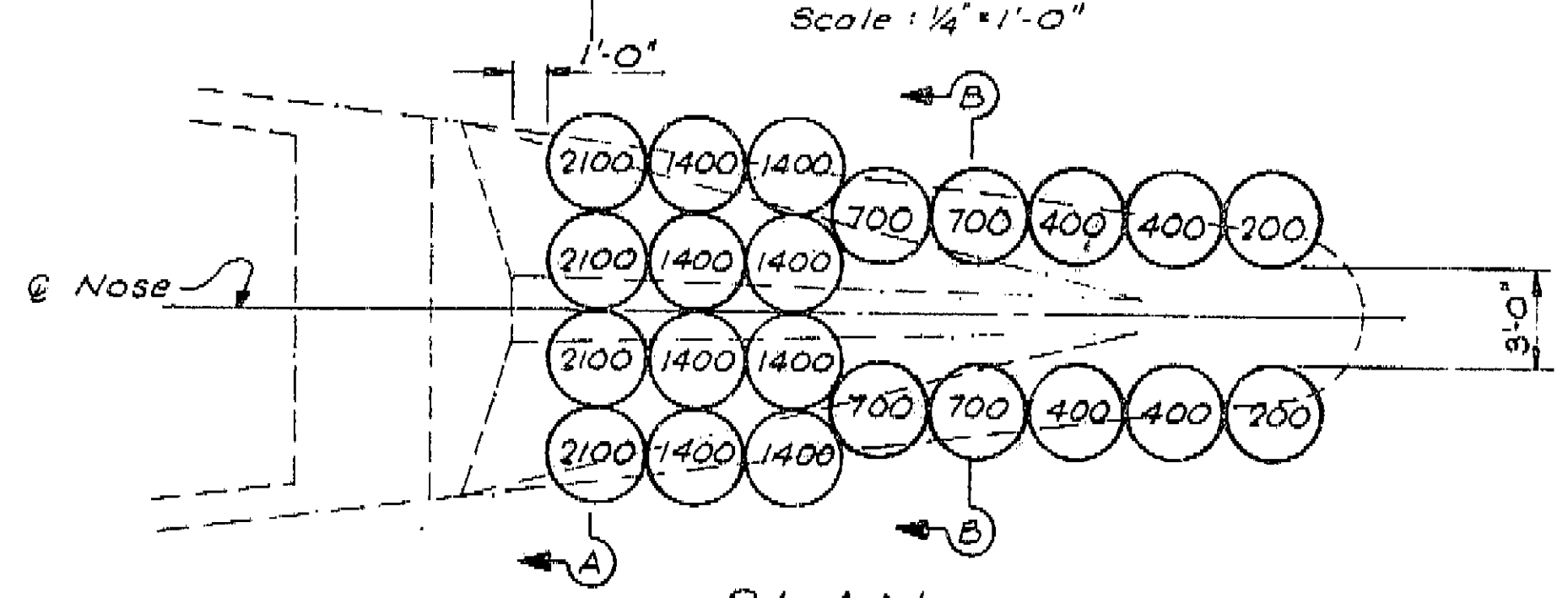


PLAN
Scale: 1/4" = 1'-0"

① KR4-GC4, ② GR5-GC2



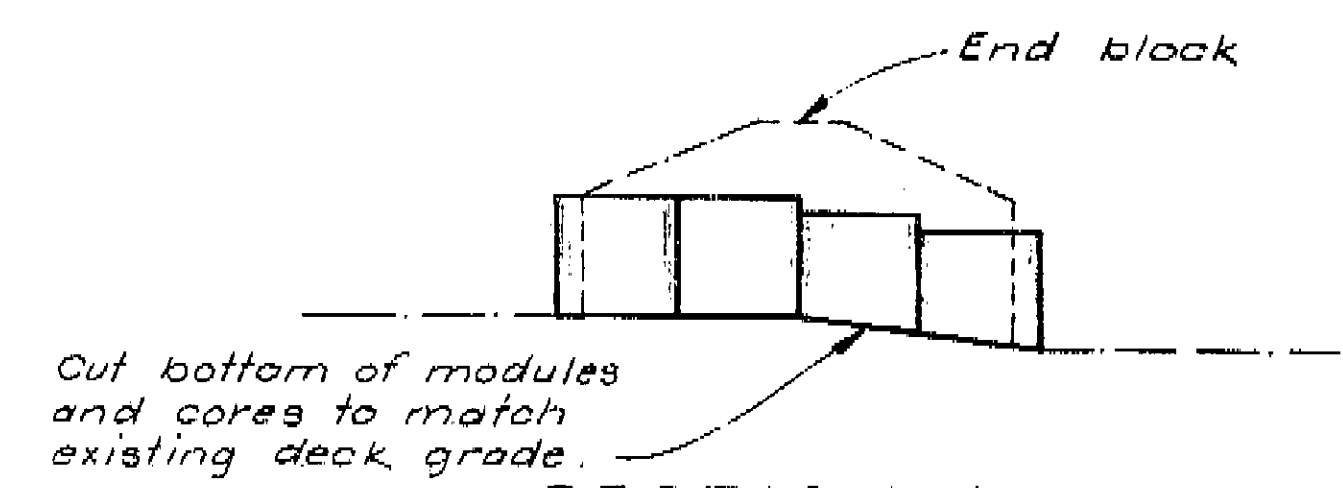
ELEVATION
Scale: 1/4" = 1'-0"



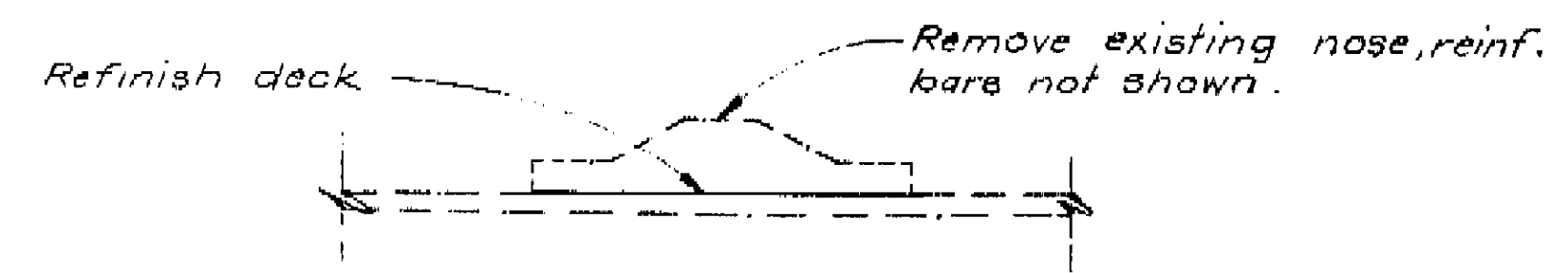
PLAN
Scale: 1/4" = 1'-0"

⑤ GC4-D

⑦ Indicates module location and weight of sand in each module. Paint outline of module location and sand weight of individual unit on deck.



SECTION A-A
No Scale



SECTION B-B
No Scale

AS BUILT PLANS
 Contract No. 04-208454
 Date Completed 10/20/72
 Document No. 4006059

GENERAL NOTES
 DESIGN: A.A.S.H.O. dated 1969 with revisions and as supplemented by BRIDGE PLANNING AND DESIGN MANUAL.
 LIVE LOADING: HS20-44 and alternative
 REINFORCED CONCRETE: $f_c = 24,000$ psi, except
 $= 20,000$ PSI in transverse deck slabs and stirrups
 $f_s = 1,500$ psi, except
 $= 1,200$ psi in transverse deck slabs
 $n = 10$

NOTE:
 THE CONTRACTOR SHALL VERIFY ALL DEPENDENT DIMENSIONS IN THE FIELD BEFORE ORDERING OR FABRICATING ANY MATERIAL.

BRIDGE DEPARTMENT	
DESIGN SECTION 9	
Project Engineer	<u>J. E. Baugh</u>
DESIGNER	<u>J. E. Baugh</u>
CHECKED	<u>J. E. Baugh</u>
DETAILS	<u>J. E. Baugh</u>
QUANTITIES	<u>J. E. Baugh</u>
DATE	<u>June 12, 1972</u>

STATE OF CALIFORNIA	
TRANSPORTATION AGENCY	
DEPARTMENT OF PUBLIC WORKS	
DIVISION OF HIGHWAYS	
ROUTE 280/87 INTERCHANGE	
NOSE MODIFICATION	
IMPACT ATTENUATOR DETAILS NO. 1	
BRIDGE NO. <u>87-238 R/L</u>	POST MILE <u>2.5</u>
DRAWING NO. <u>2</u>	SHEET <u>2</u> OF <u>3</u>

WO 208451
 CU 04215

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE 2/12/73 SIGNATURE J. E. Baugh TITLE SR. Eng.

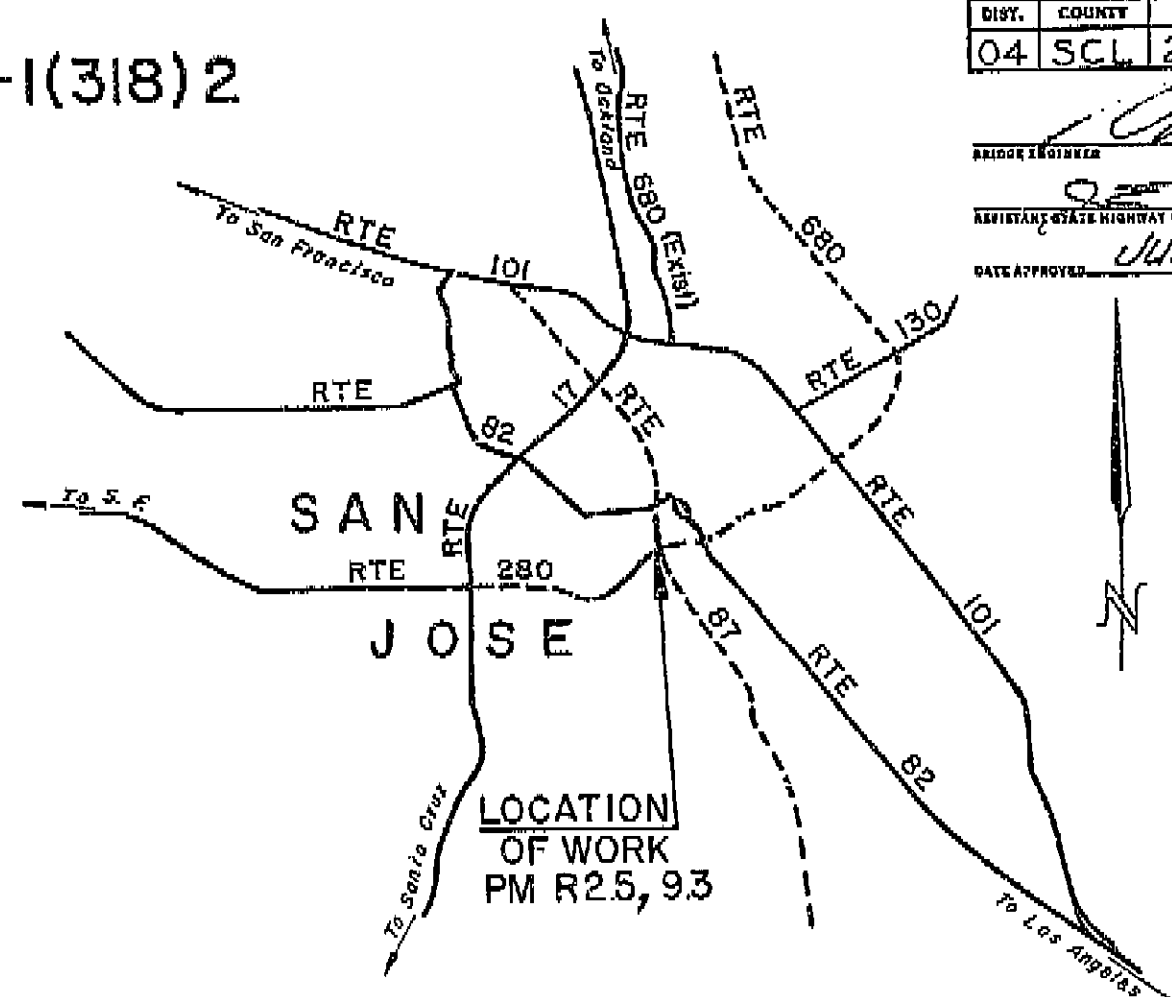
INDEX OF SHEETS

Sheet No. 1 Location Map & General Plan
 " " 2-3 Impact Attenuator Details

I-280-1(318)2

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCL	280/87	R25, 9.3	1	3

BRIDGE ENGINEER
 REGISTERED CIVIL ENGINEER NO. 100,000
 DATE APPROVED June 12, 1972



LOCATION MAP
 SCALE: 1" = 2 mi.

STATE OF CALIFORNIA
 BUSINESS AND TRANSPORTATION AGENCY
 DEPARTMENT OF PUBLIC WORKS
 DIVISION OF HIGHWAYS
 PROJECT PLANS FOR CONSTRUCTION ON
 STATE HIGHWAY
 IN SANTA CLARA COUNTY
 IN SAN JOSE
 AT ROUTE 280/87 INTERCHANGE

to be supplemented by Standard Plans dated January, 1971

⊙ - ATTENUATORS, See "Impact Attenuator Details No. 1 & No. 2" Sheets.

AS BUILT PLANS
 Contract No. 04-208454
 Date Completed
 Document No. 40026059

PLAN
 Scale: 1" = 100'

FOR GENERAL NOTES SEE "IMPACT ATTENUATOR DETAILS NO. 1"

LIVE LOADING HS20-44 AND ALTERNATIVE

ORIGINAL SCALE
 IN INCHES

BRIDGE DEPARTMENT			
DESIGN SECTION 9			
Section Supervisor: A.E. Basher			
Project Engineer: R. Minkler			
DESIGN	By: R. Minkler	Checked: R. Minkler	By: R. Minkler
DETAILS	By: J. Ikami	Checked: J. Ikami	By: J. Ikami
LAYOUT	By: J. Ikami	Checked: J. Ikami	By: J. Ikami
QUANTITIES	By: J. Ikami	Checked: J. Ikami	By: J. Ikami
SPECIFICATIONS	By: J. Ikami	Checked: J. Ikami	By: J. Ikami
Approval Recommended by: _____			
Date: 12/15/72			

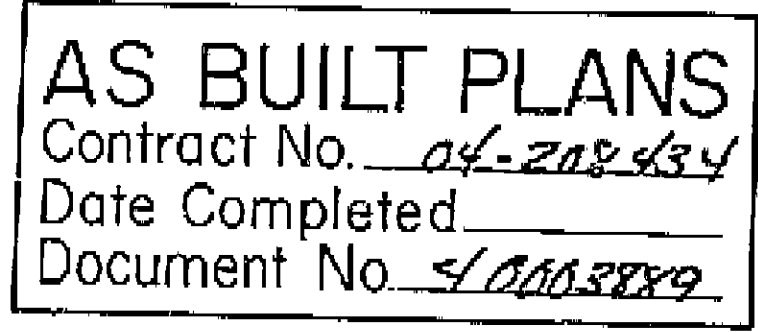
STATE OF CALIFORNIA			
TRANSPORTATION AGENCY			
DEPARTMENT OF PUBLIC WORKS			
DIVISION OF HIGHWAYS			
ROUTE 280/87 INTERCHANGE			
ATTENUATORS			
GENERAL PLAN			
BRIDGE NO.	POST MILE	DRAWING NO.	SHEET NO.
37-270	37-275 R/L	1	3
REVISION DATES			
(PRELIMINARY STAGE ONLY)			

WO 208451
 CU 04215

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.

DATE 2/13/73 SIGNATURE James P. Cantu TITLE Sr. Asst.

Rev. Title Block
Deleted Signature
Block + Block
above C-Ref'd
upper right corner
JTW 8-20-63

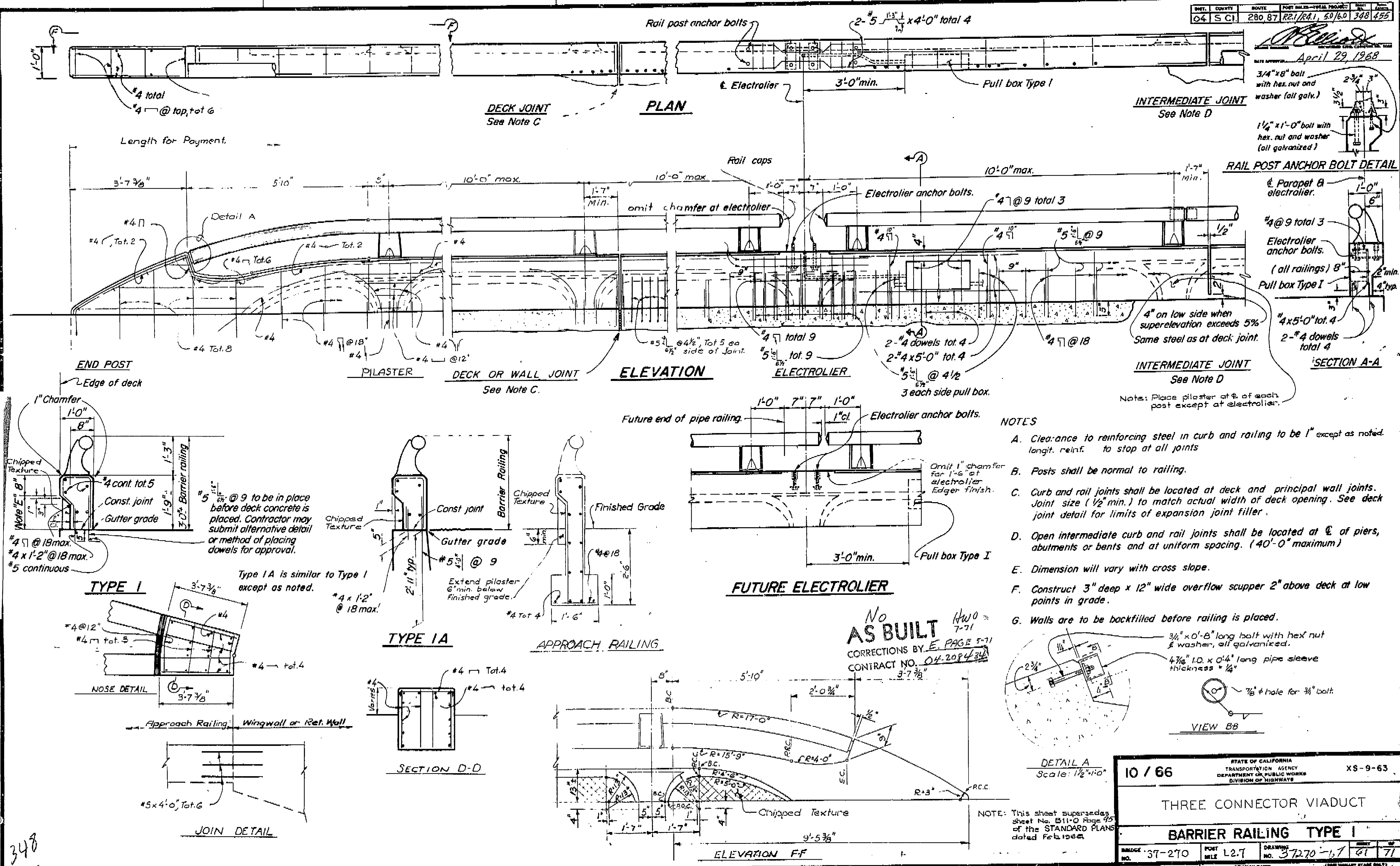


DATE 4/12/12 SIGNATURE Liam J. Condit TITLE SA, RMC

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AS BUILT PLANS
 Contract No. 04-208-334
 Date Completed
 Document No. 40003349

STANDARD DRAWING
 10 / 66
 37-270
 L2.7
 37270-67
 81
 71

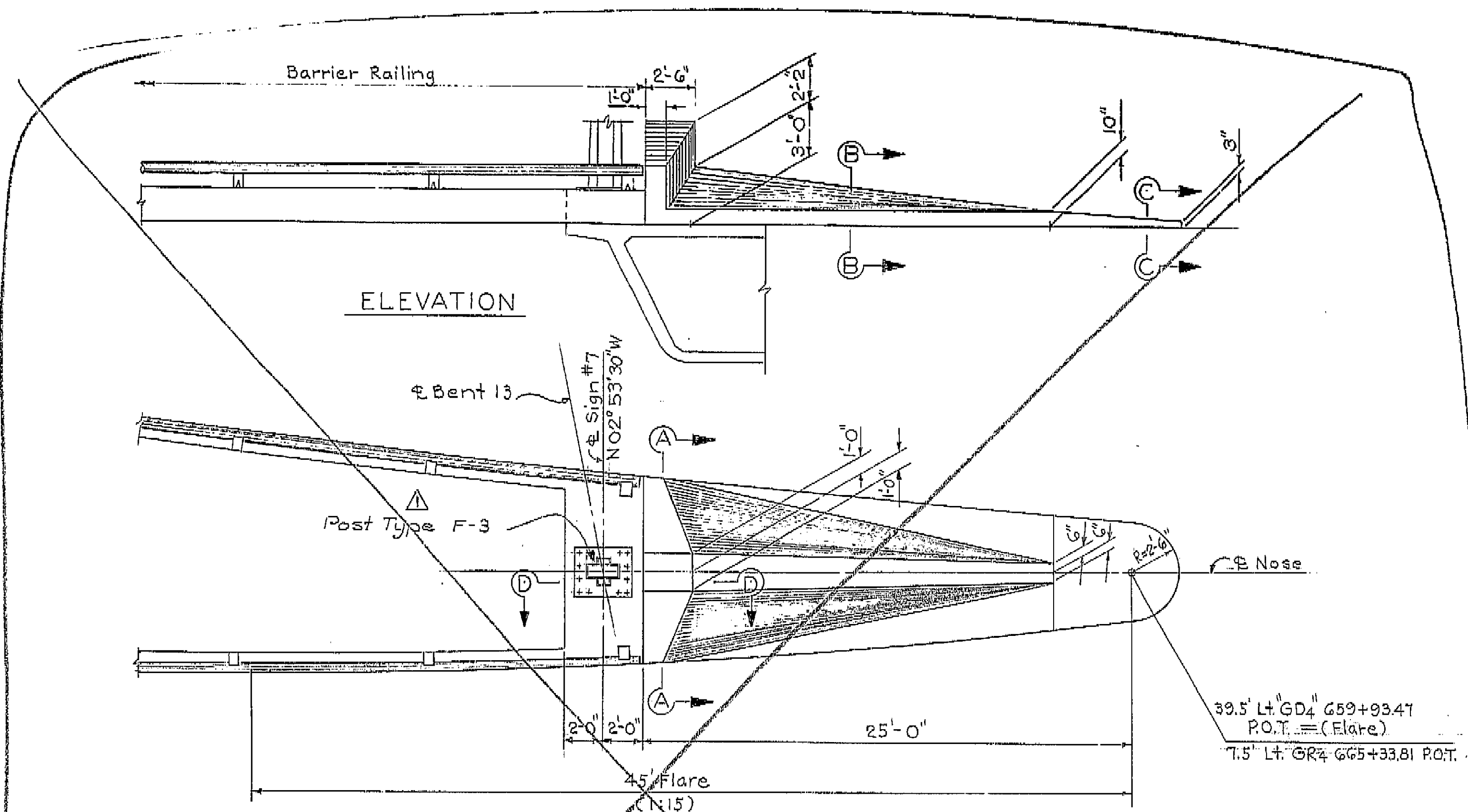


I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.

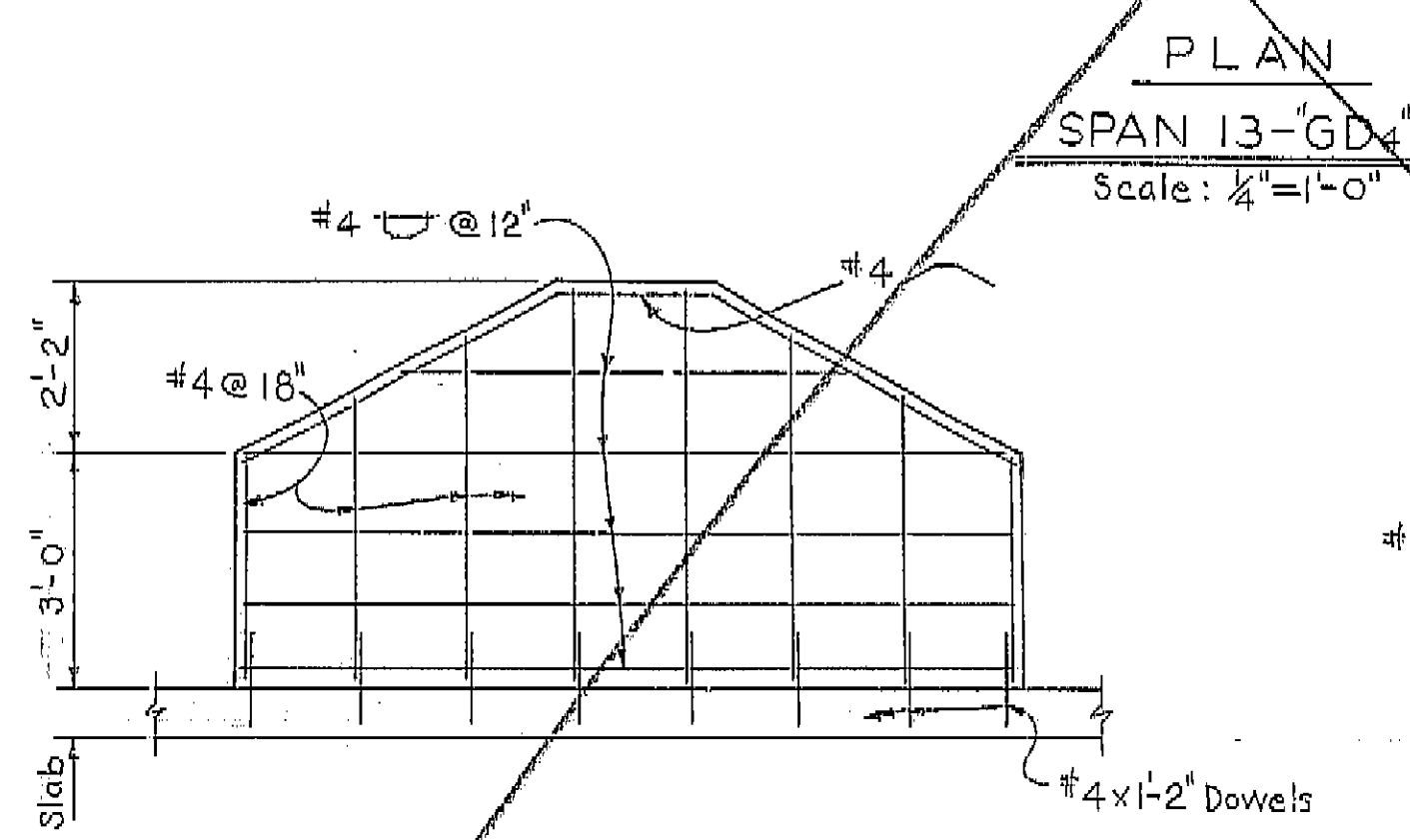
DATE 4-11-77 SIGNATURE JAMES M. GRIFFIN JR. RDM

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	POST MILES	STATION
04	SCI.	280, 87	R21/R41, 5.0/6.0	352	452

BRIDGE ENGINEER
 DATE APPROVED April 29, 1968

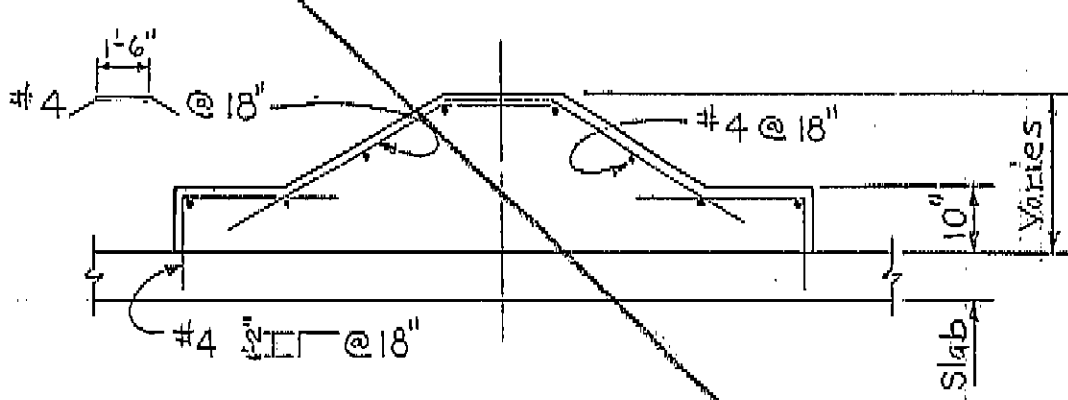


ELEVATION



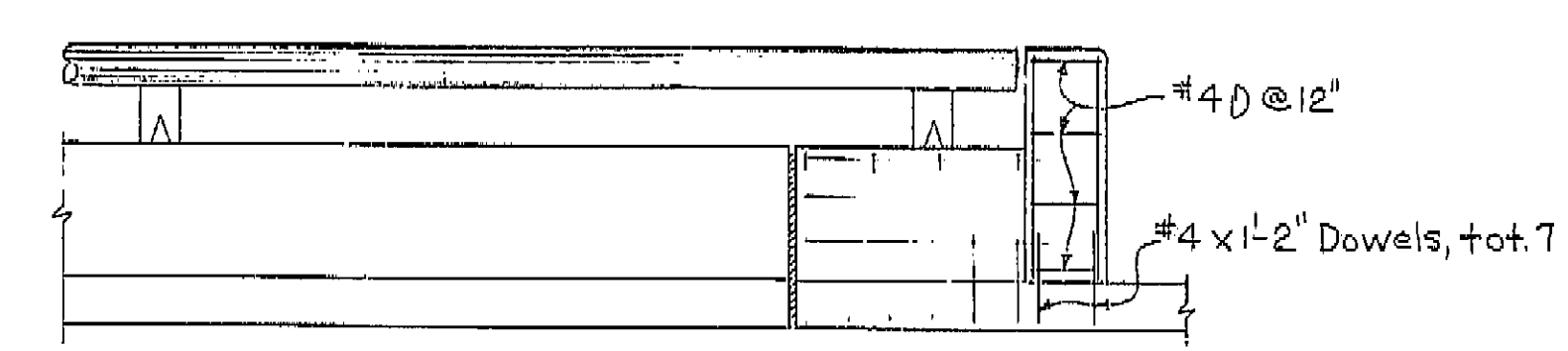
PLAN
 SPAN 13-GD4
 Scale: 1/4"=1'-0"

SECTION A-A
 Scale: 1/2"=1'-0"

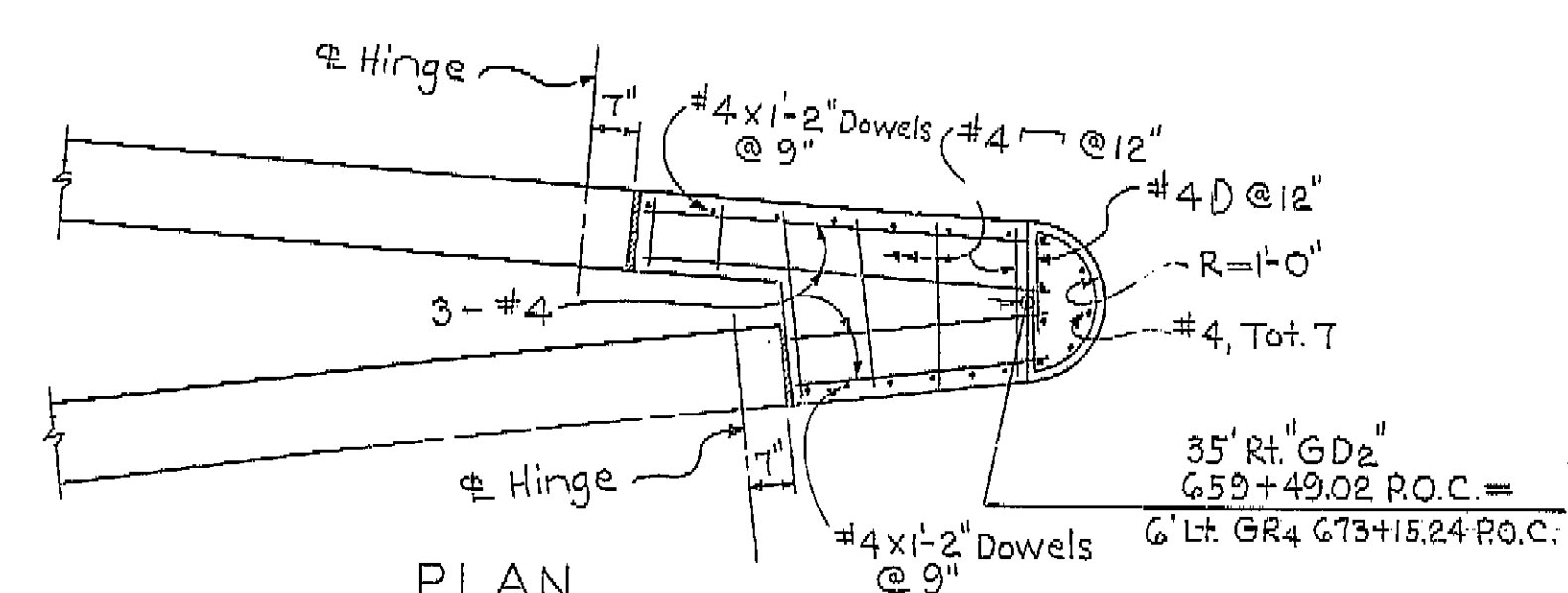


SECTION B-B
 Scale: 1/2"=1'-0"

NOSING DELETED

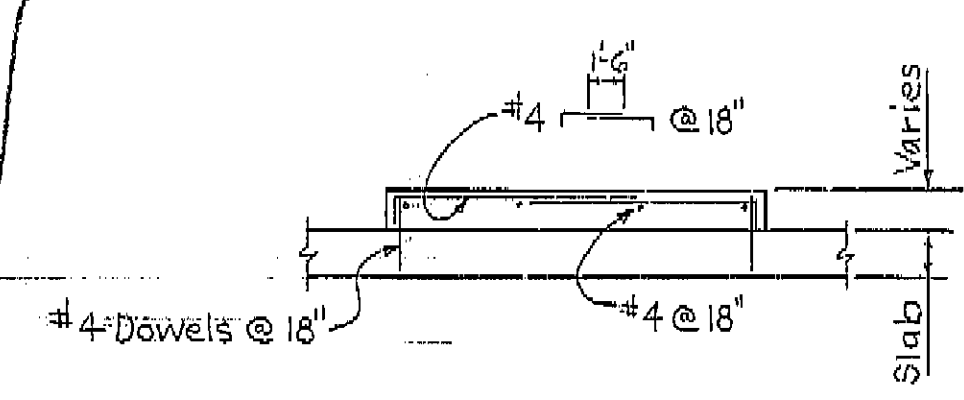


ELEVATION

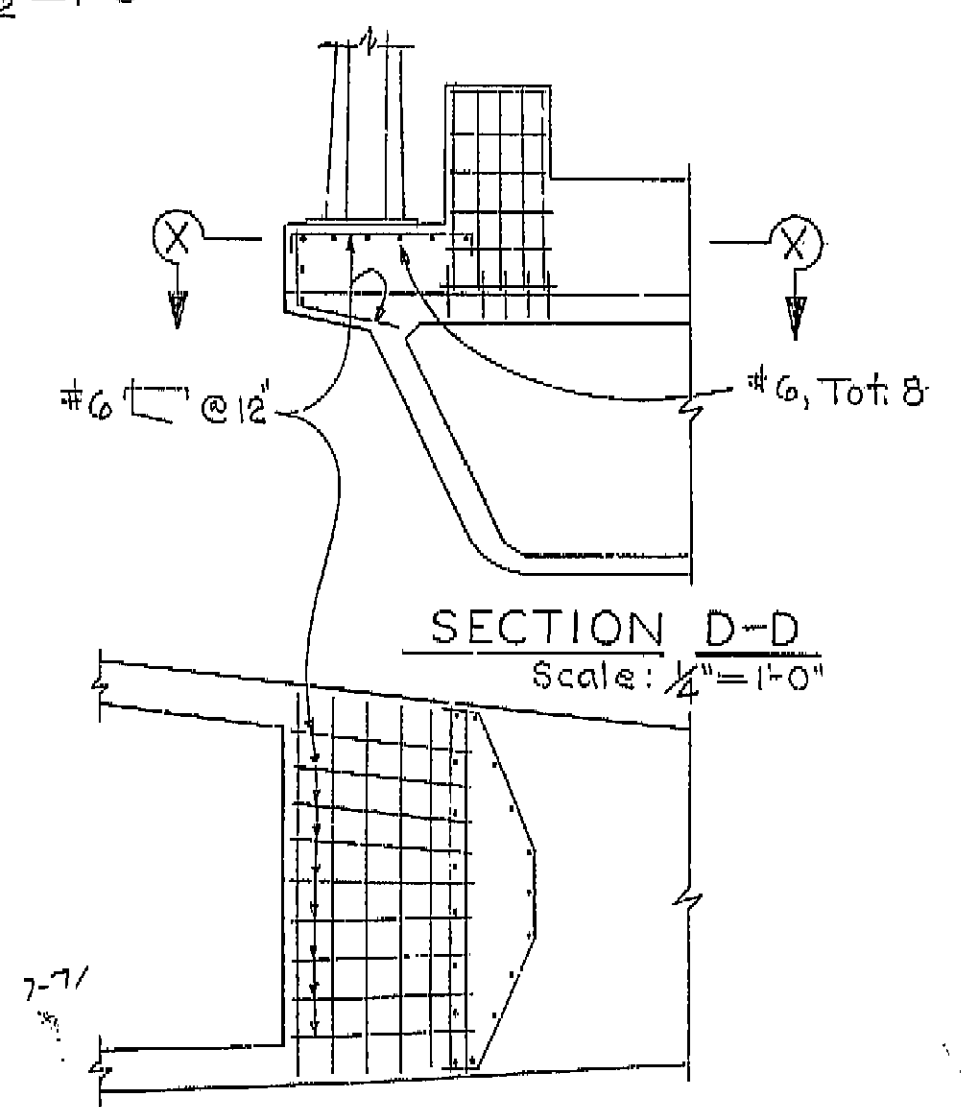


PLAN
 SPAN 14-GD2
 Scale: 1/2"=1'-0"

AS BUILT PLANS
 Contract No. 04-208434
 Date Completed
 Document No. 40003789



SECTION C-C
 Scale: 1/2"=1'-0"



SECTION D-D
 Scale: 1/2"=1'-0"

SECTION X-X
 Scale: 1/4"=1'-0"

AS BUILT
 CORRECTIONS BY E. PAGE 971
 CONTRACT NO. 04-208434

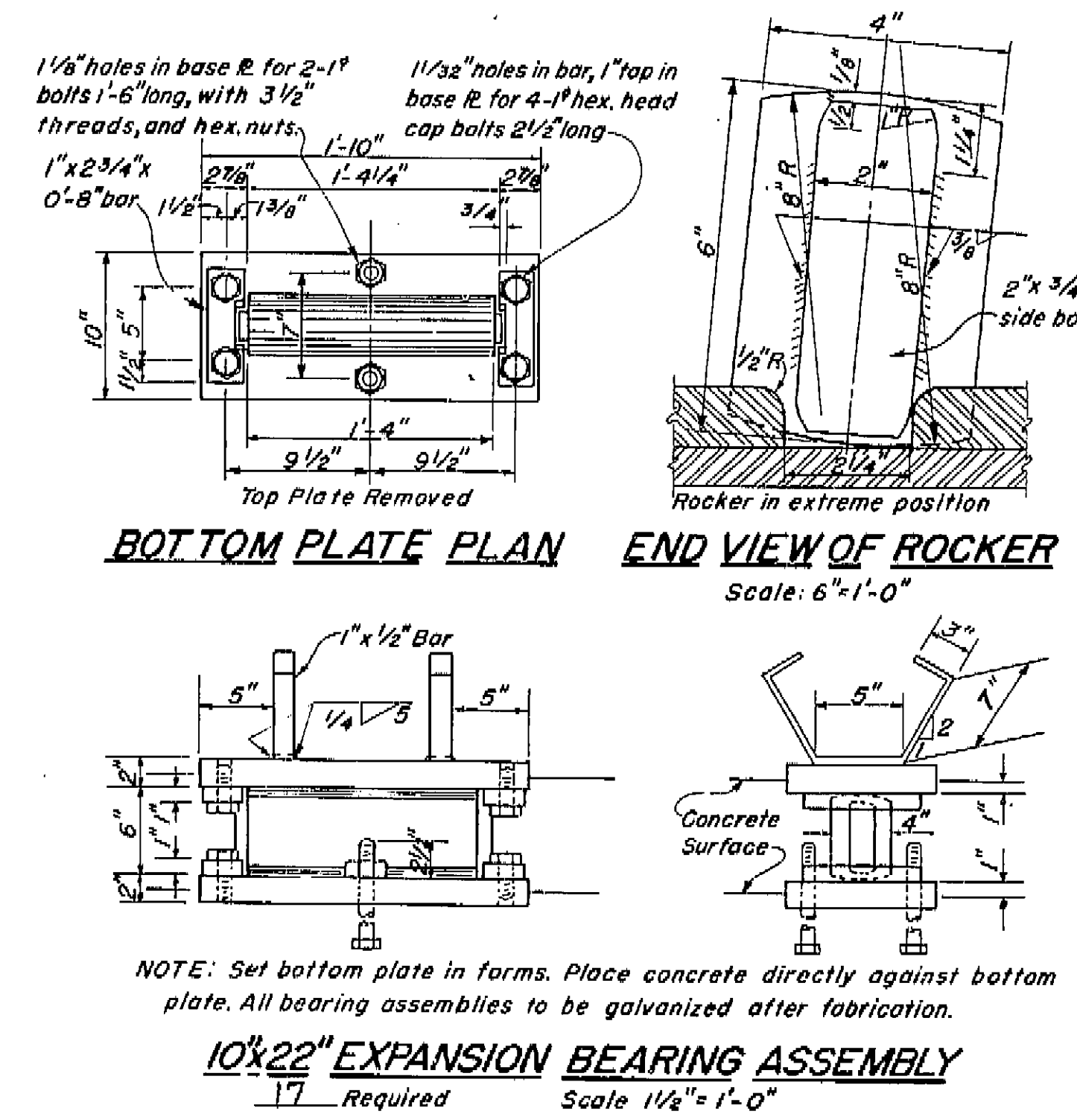
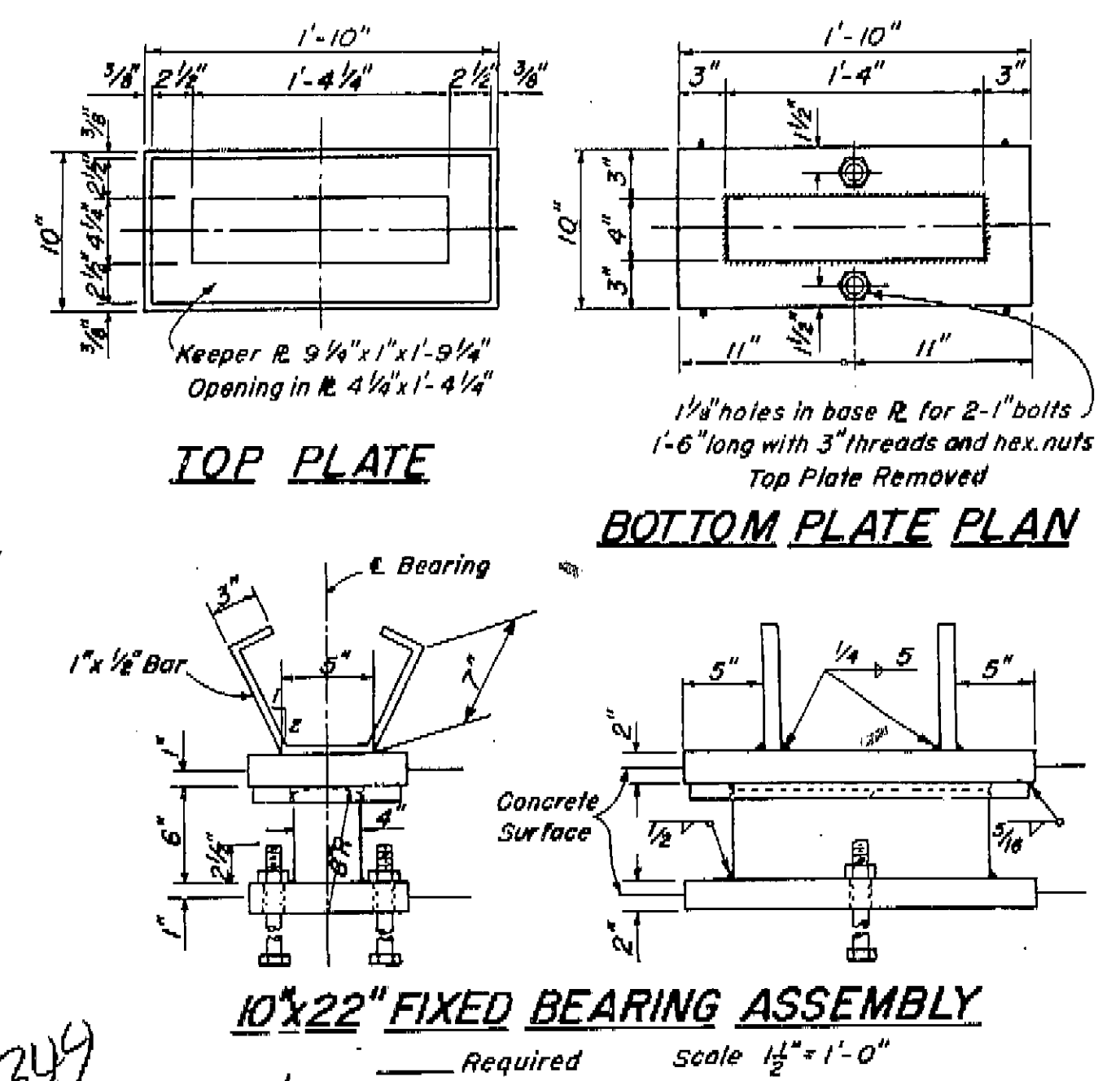
BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor: D. E. Roehrs		THREE CONNECTOR VIADUCT	
DESIGN: By: [Signature] Checked: [Signature]		NOSE DETAILS	
DETAILS: By: [Signature] Checked: [Signature]		BRIDGE NO. 37-270	
QUANTITIES: By: [Signature] Checked: [Signature]		POST MILE L27	
		DRAWING NO. 37270-53	
		SHEET 6571 71	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE 4-10-72 SIGNATURE [Signature] TITLE S.A. RUM

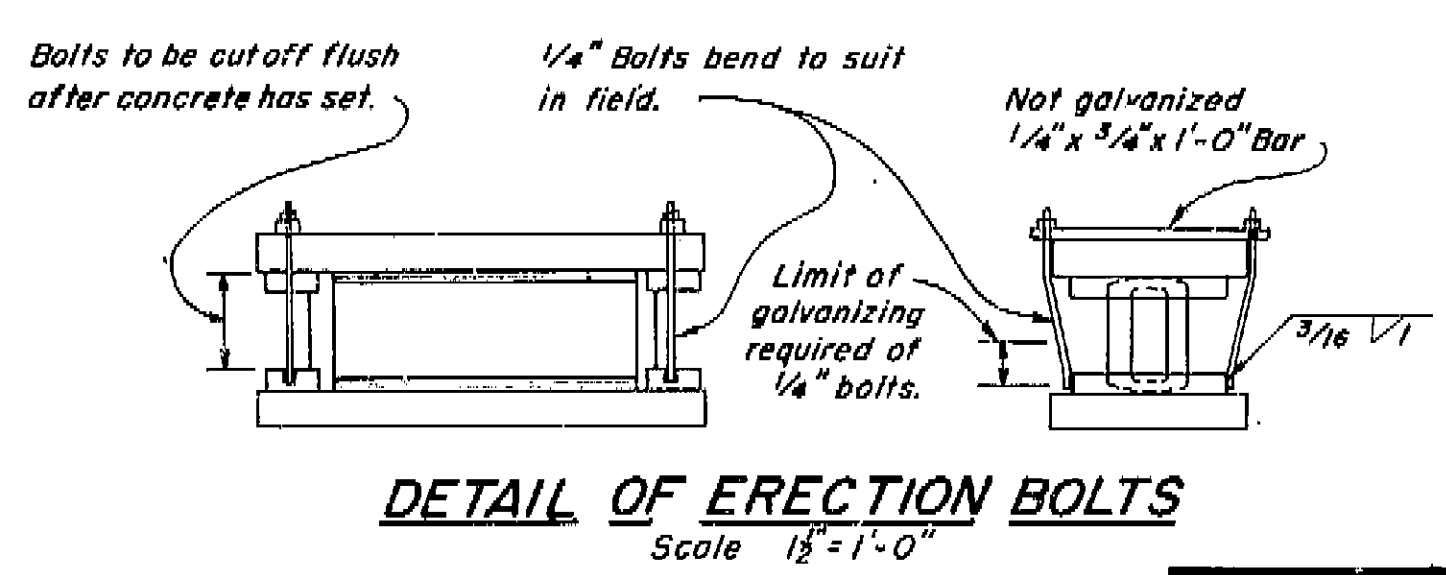
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DIST.	COUNTY	ROUTE	POST MILES - TOTAL PROJECT	SHEET	NO.
04	SCI	280.87	R21/Rd 1 50/60	349	452

DATE COMPLETED April 29, 1968



AS BUILT PLANS
Contract No. 04-208434
Date Completed
Document No. 40003889



No
AS BUILT
CORRECTIONS BY E. PAGE 5-71
CONTRACT NO. 04-208434

10/64		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS		FILE XS-16-40	
THREE CONNECTOR VIADUCT					
BEARING DETAILS					
BRIDGE NO 37-270	POST MILE L27	DRAWING NO 37270-	SHEET 62	REVISION DATES (PRELIMINARY STAGE ONLY)	

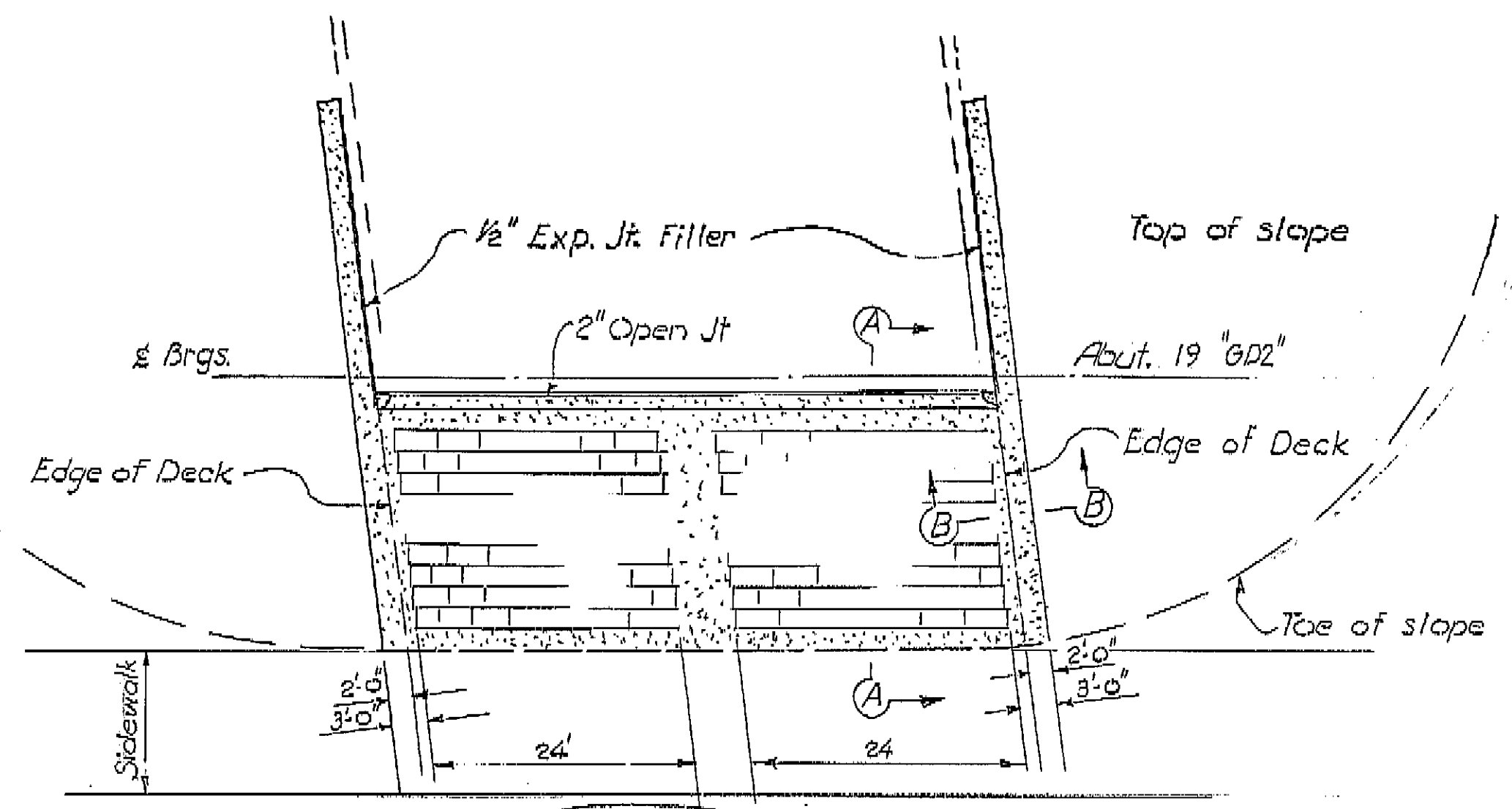
W.O. Disregard prints bearing earlier revision dates

BOX GIRDER

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.

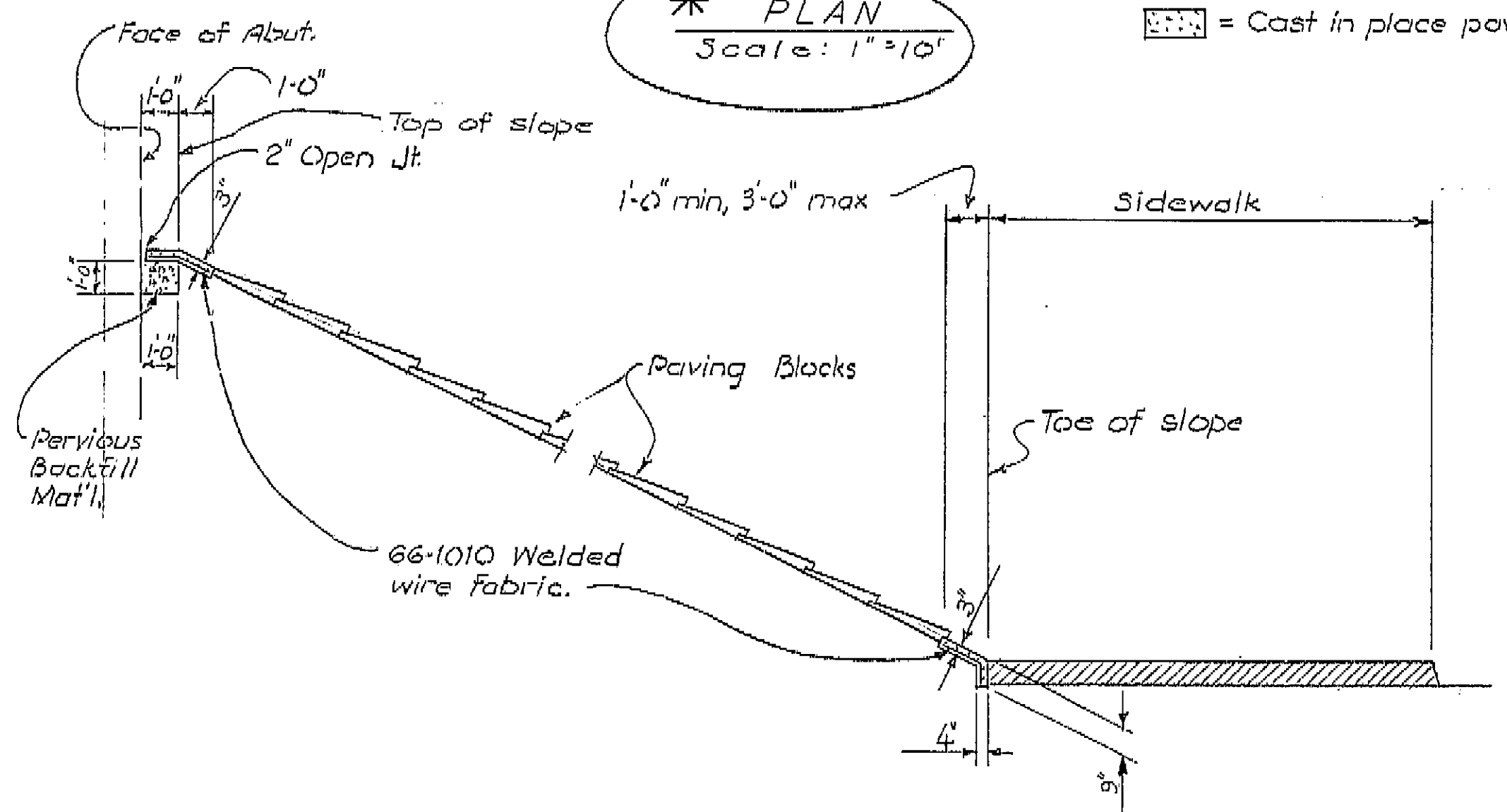
DATE 11-11-77 SIGNATURE [Signature] TITLE S.D. ROAD

350



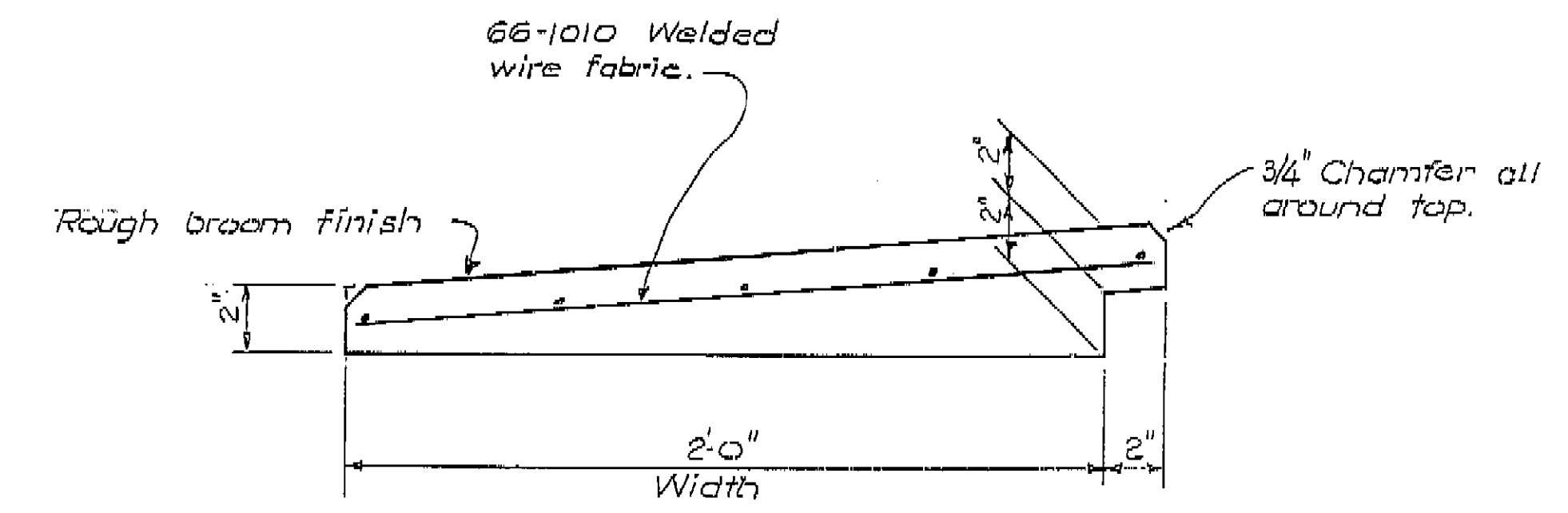
* PLAN
Scale: 1"=10'

[Pattern] = Cast in place paving

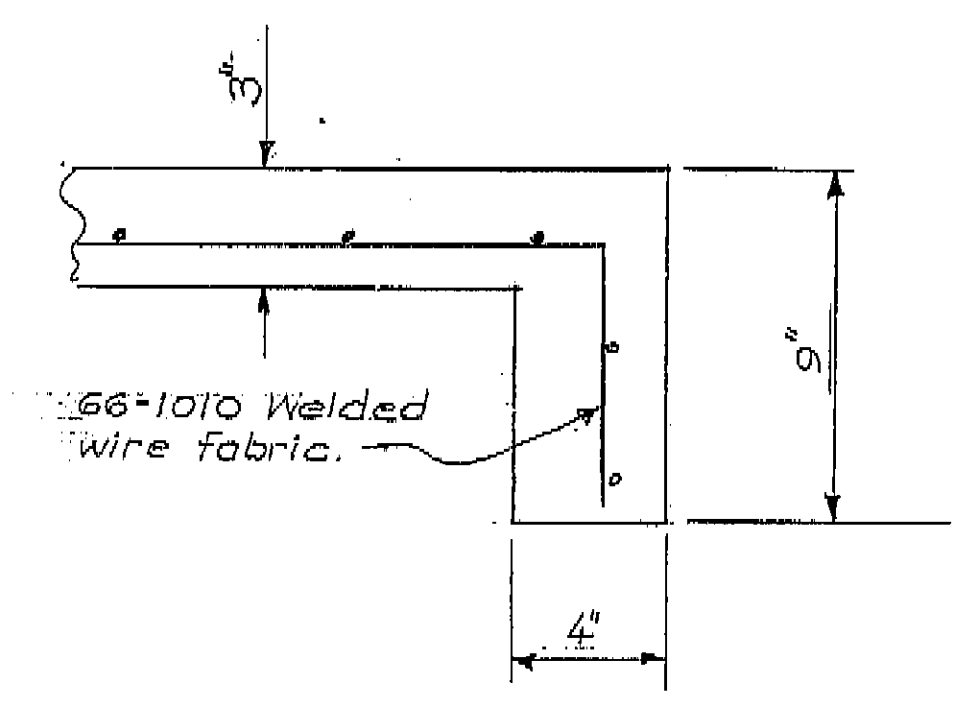


SECTION A-A
Scale: 1"=3'

* SEE SHEET 63A FOR REVISED PLAN VIEW.



PAVING BLOCK DETAIL
Scale: 3"=1'-0"
Note: Paving Blocks to be in 2'-0" or 4'-0" lengths as required.



SECTION B-B
Scale: 3"=1'-0"

AS BUILT PLANS
Contract No. 04-208434
Date Completed
Document No. 40008889

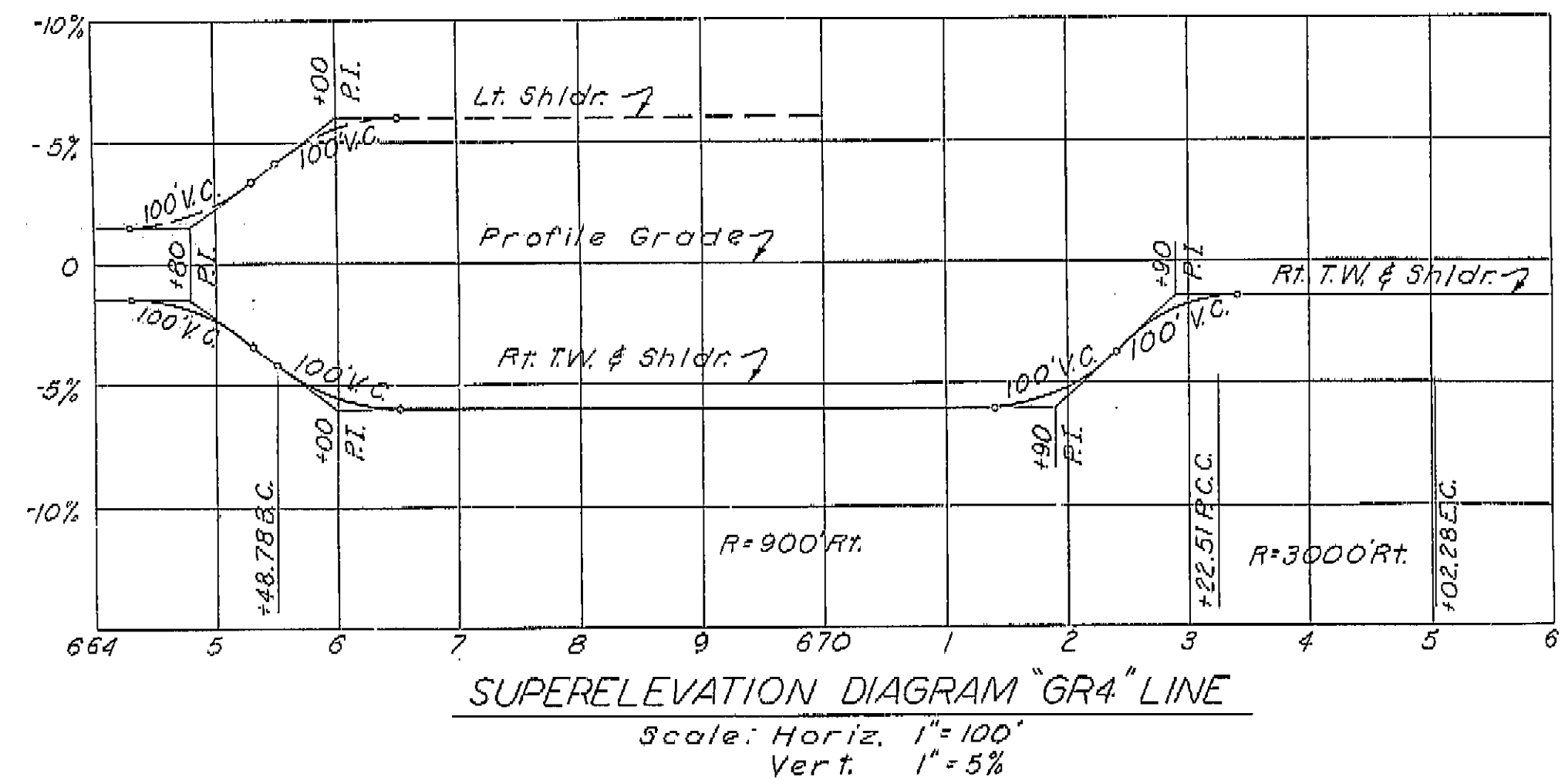
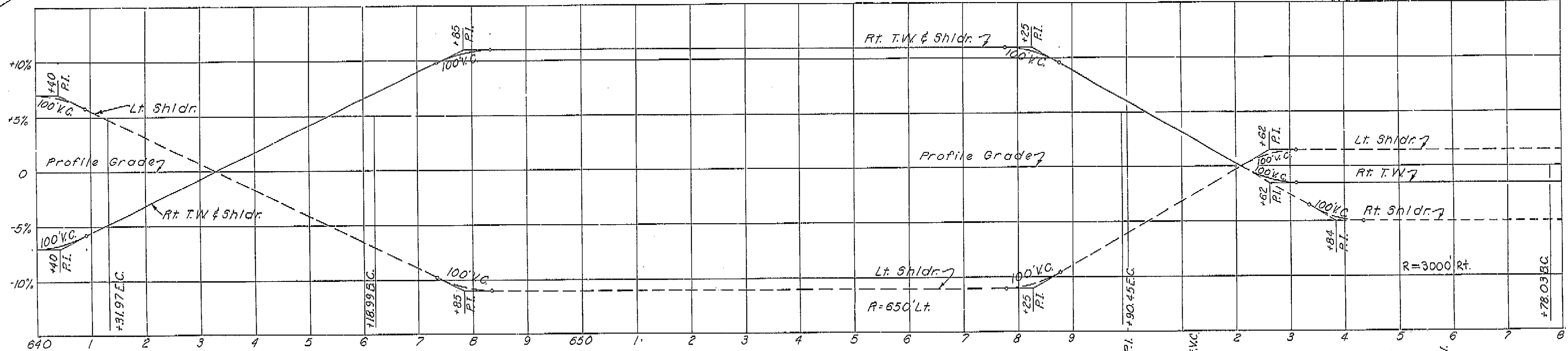
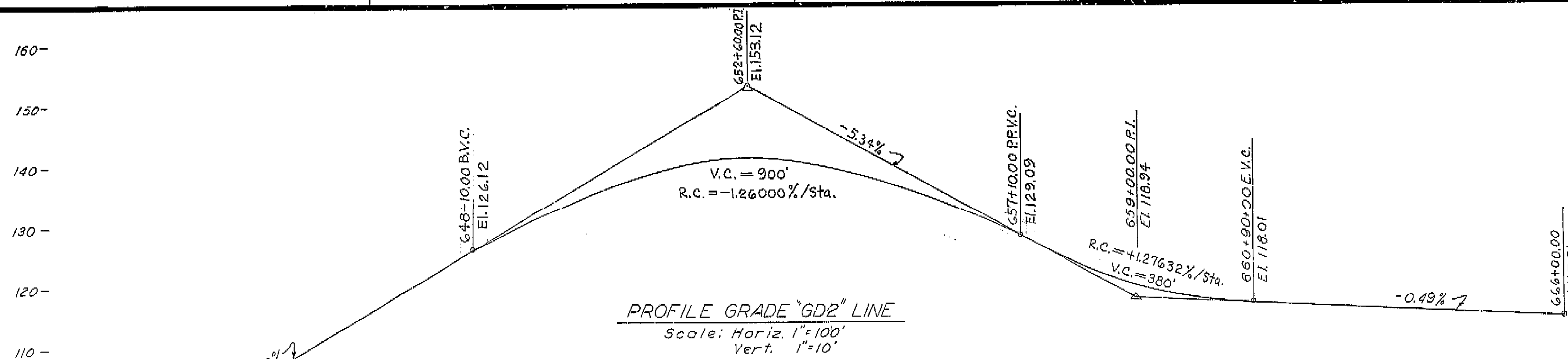
AS BUILT
CORRECTIONS BY E. PAGE 571
CONTRACT NO. 04-208434

BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA TRANSPORTATION AGENCY DIVISION OF HIGHWAYS	
Section Supervisor: A.E. Bucher		THREE CONNECTOR VIADUCT	
DESIGN: by J. Gary		SLOPE PAVING DETAILS	
DETAILS: by J. Gary 3-68		BRIDGE NO. 37-270	
QUANTITIES: by A. Palmer		POST MILE L2.7	
checked: J. Mettens		DRAWING NO. 37270-65	
		SHEET 63 OF 71	

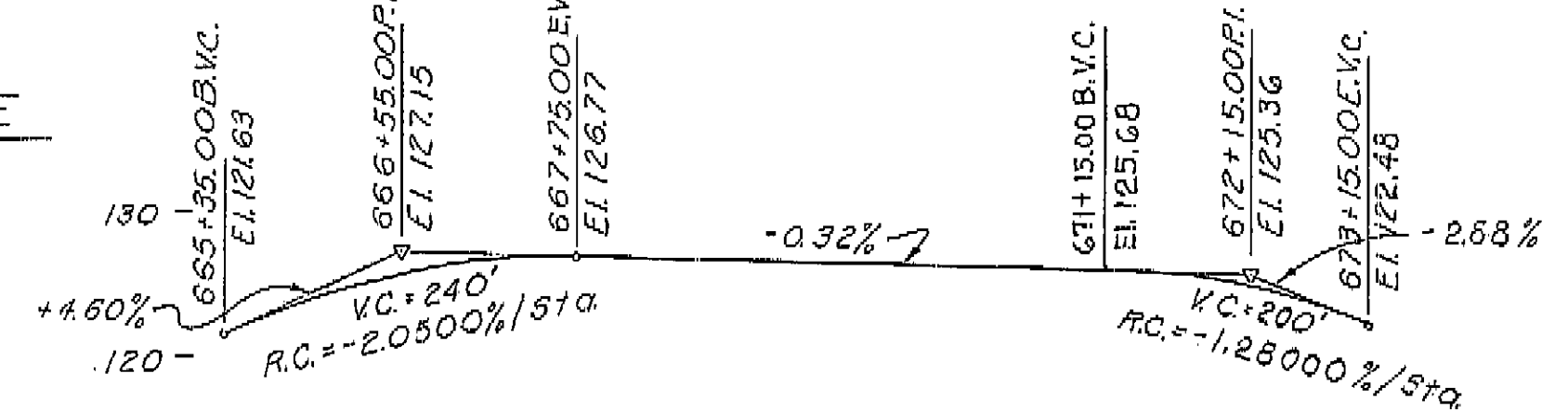
I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
DATE 4-12-72 SIGNATURE [Signature] TITLE SR. RDR

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SC	880, 87	621/141, 50/60	296	455

ENGINEER *[Signature]*
 REGISTERED CIVIL ENGINEER NO. 5141
 DATE APPROVED April 29, 1968



SUPERELEVATION DIAGRAM "GD2" LINE
 Scale: Horiz. 1"=100'
 Vert. 1"=5%



PROFILE GRADE "GR4" LINE
 Scale: Horiz. 1"=100'
 Vert. 1"=10'

NO
AS BUILT
 CORRECTIONS BY E. PAGE
 CONTRACT NO. 04-208 434
 5-71

AS BUILT PLANS
 Contract No. 04-208 434
 Date Completed 4/11/68
 Document No. 40003889

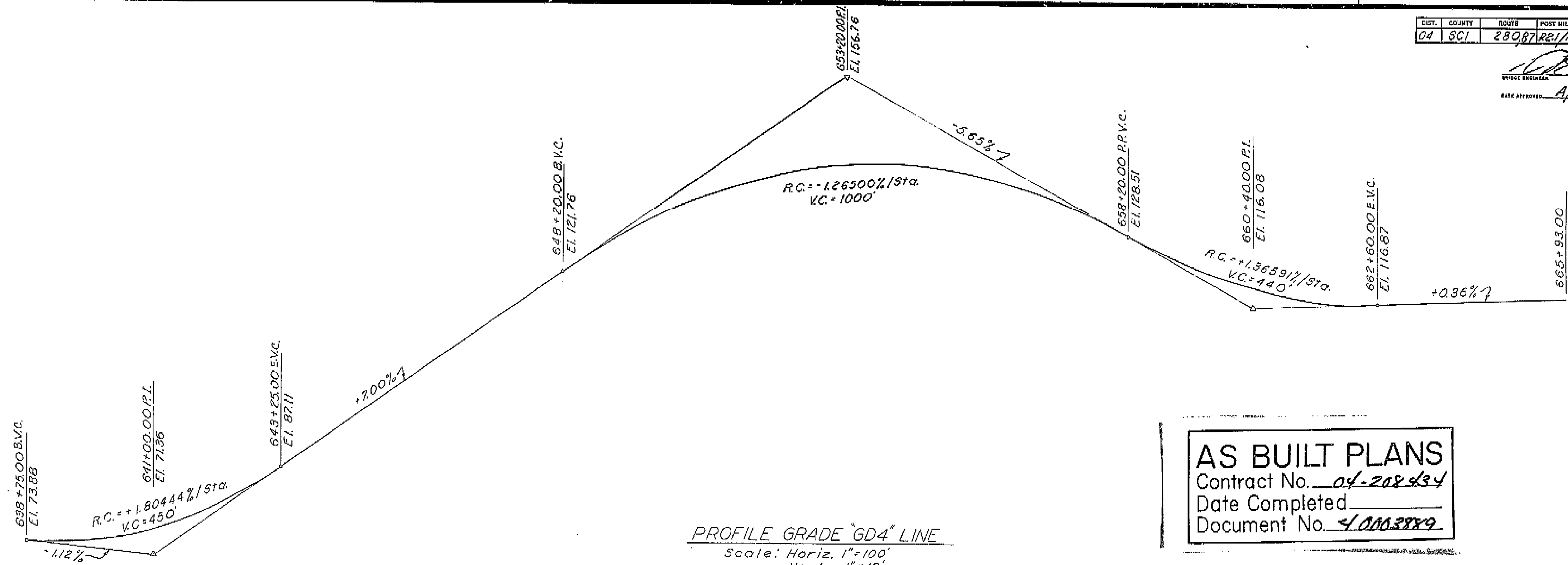
BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor <u>N.S. Basha</u>		THREE CONNECTOR VIADUCT	
DESIGN BY <u>P. Nichols</u>		PROFILE GRADES GD2 & GR4 LINES	
CHECKED BY <u>T. LEAHY</u>		BRIDGE NO. <u>37-270</u> POST MILE <u>50/60</u>	
DETAILS BY <u>F.V. Fermer</u>		DRAWING NO. <u>87270-47</u> SHEET <u>9</u> OF <u>71</u>	
CHECKED BY <u>T. LEAHY</u>		DATE <u>4/11/68</u>	
QUANTITIES BY <u>P. Nichols</u>		PRELIMINARY DATE ONLY	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE 4-11-72 SIGNATURE [Signature] TITLE SA. RDM

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	DATE	BY
04	SCI	280.87	281/RA.1, 5.0/6.0	297	4.55

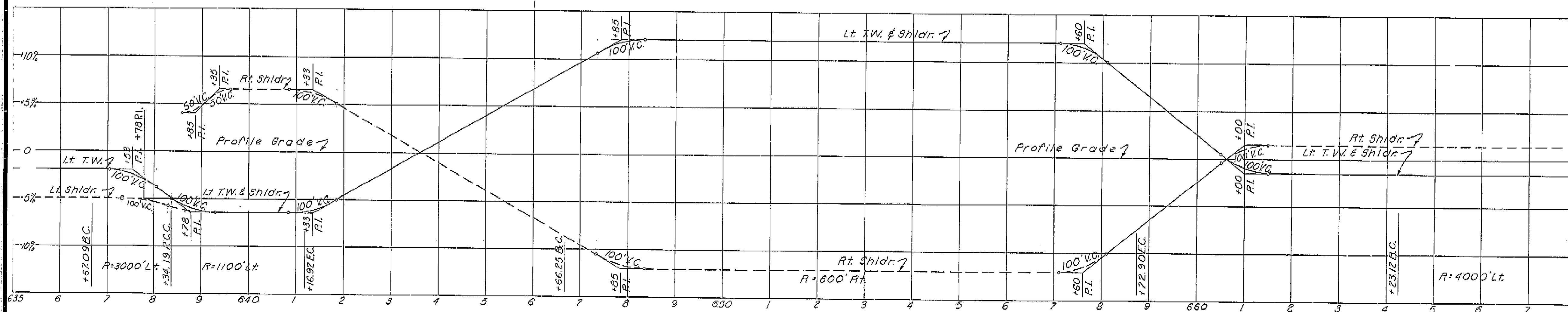
BRIDGE ENGINEER
REGISTERED CIVIL ENGINEER NO. 5152
DATE APPROVED April 23, 1968

160-
150-
140-
130-
120-
110-
100-
90-
80-
70-



PROFILE GRADE "GD4" LINE
Scale: Horiz. 1"=100'
Vert. 1"=10'

AS BUILT PLANS
Contract No. 04-208-434
Date Completed
Document No. 4.000.388.9



SUPERELEVATION DIAGRAM "GD4" LINE
Scale: Horiz. 1"=100'
Vert. 1"=5'

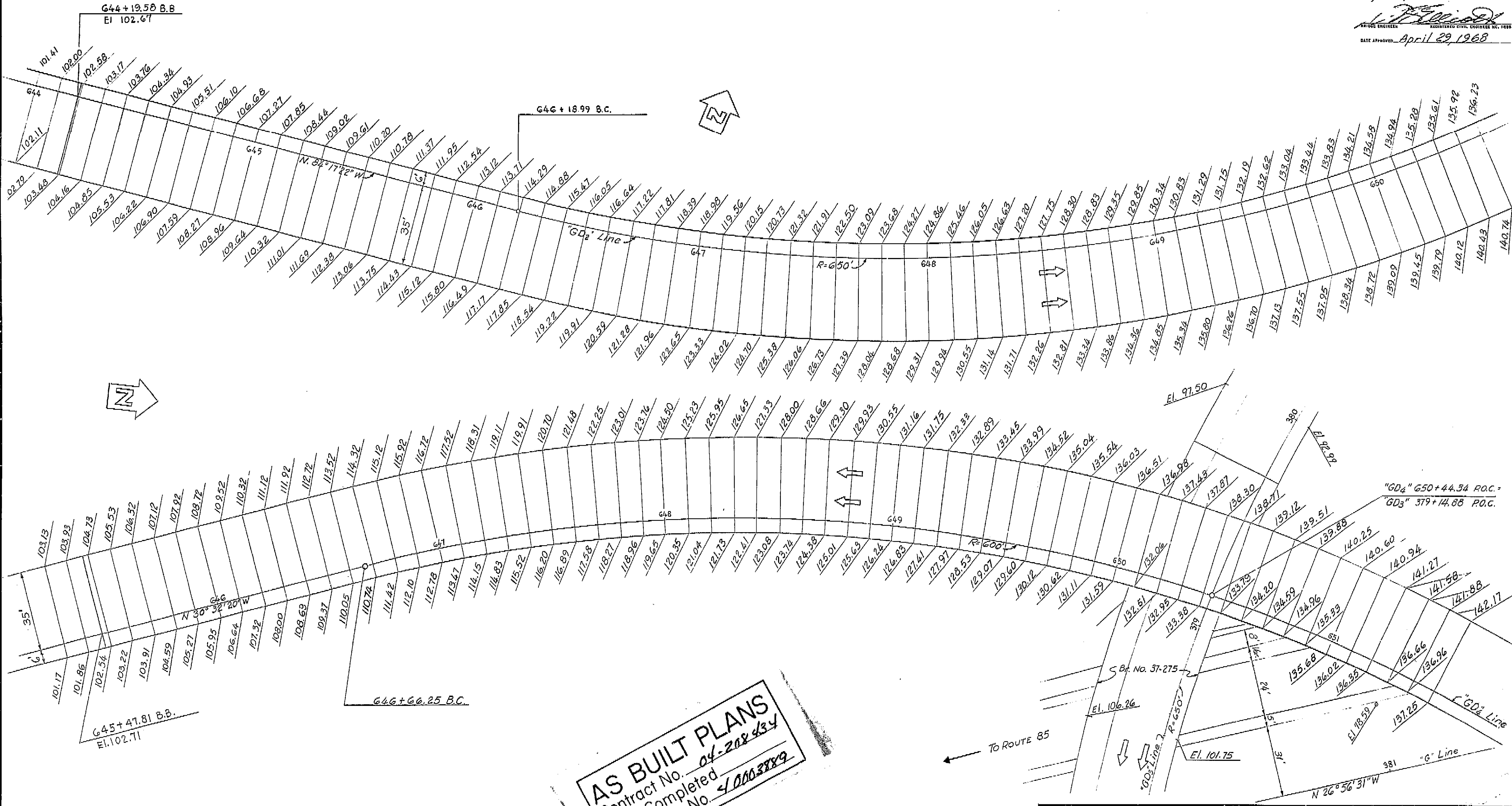
No
AS BUILT
CORRECTIONS BY E. PAGE 5-71
CONTRACT NO. 04-208-434

BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor: A. E. Bachan		THREE CONNECTOR VIADUCT	
DESIGN: J. P. McLean		PROFILE GRADE GD4 LINE	
DETAILS: F. V. Fermer		BRIDGE NO. 37-170	
QUANTITIES: J. P. McLean		POST MILE: 5.0/6.0	
CHECK: J. P. McLean		DRAWING NO. 37270-111	
DATE: 4-10-68		SHEET 10 OF 71	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
DATE 4-10-68 SIGNATURE J. P. McLean TITLE SR. ROAD

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	280.87	22.1/24.1, 50/60	228	455

BRIDGE ENGINEER
DATE APPROVED April 29, 1968




AS BUILT PLANS
Contract No. 04-208434
Date Completed
Document No. 40003889

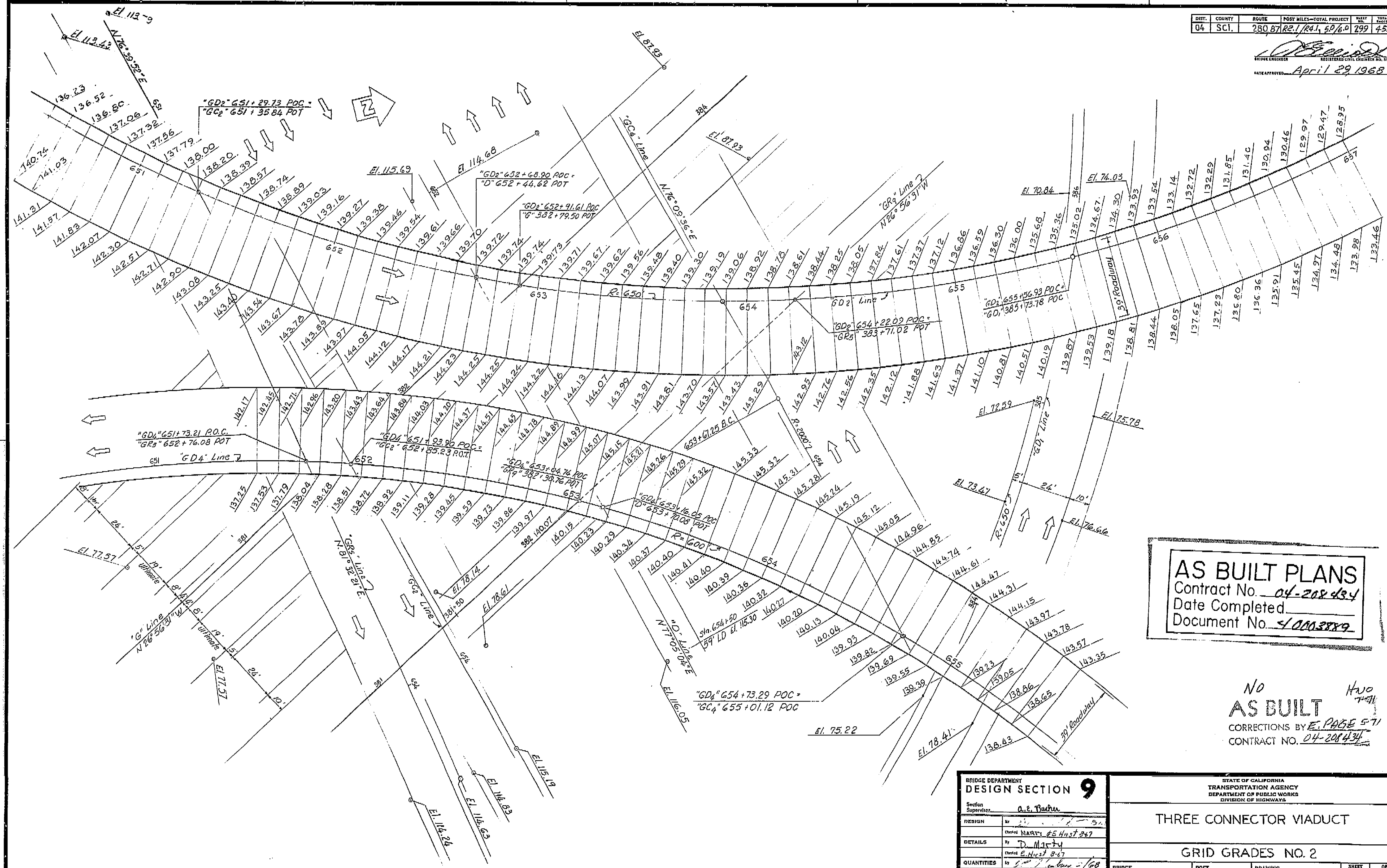
No
AS BUILT
CORRECTIONS BY E. PAGE 5-71
CONTRACT NO. 04-208434

BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor: O. E. Johnson		THREE CONNECTOR VIADUCT	
DESIGN: BY J. J. Johnson, C. E. Johnson, J. E. Johnson		GRID GRADES NO. 1	
DETAILS: BY J. J. Johnson, C. E. Johnson, J. E. Johnson		BRIDGE NO. 37-270	
QUANTITIES: BY J. J. Johnson, C. E. Johnson, J. E. Johnson		POST MILE 22.1/24.1, 50/60	
DRAWING NO. 37270-9		SHEET 11 OF 71	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
DATE 4-11-71 SIGNATURE J. J. Johnson TITLE S. J. R. M.

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET	TOTAL
04	SCI.	280.87	RE. 1/44.1, 50.60	299	455


 DATE APPROVED April 29 1968



AS BUILT PLANS
 Contract No. 04-208434
 Date Completed _____
 Document No. 4000889

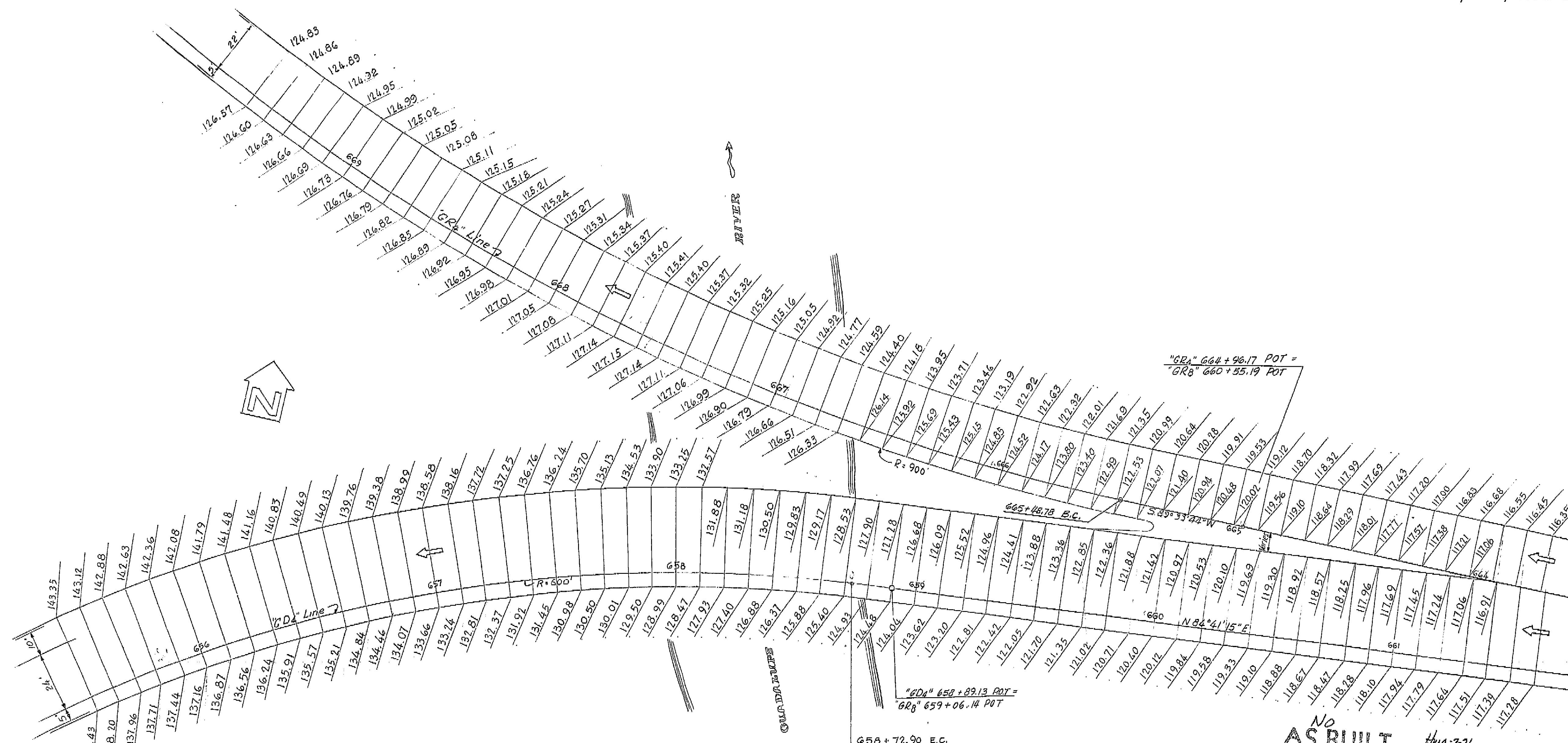
NO
AS BUILT
 CORRECTIONS BY E. PAGE 5-71
 CONTRACT NO. 04-208434

BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
THREE CONNECTOR VIADUCT			
GRID GRADES NO. 2			
Section Supervisor <u>A. E. Bacher</u>	DESIGN by <u>D. M. Hest</u> checked <u>MARTY #5 Hest 8-67</u>	POST MILE <u>37.270</u>	SHEET <u>12</u> OF <u>71</u>
DETAILS by <u>D. M. Hest</u> checked <u>E. Hest 8-67</u>	QUANTITIES by <u>S. J. Hest 8-67</u> checked <u>E. Hest 8-67</u>	DRAWING NO. <u>37270-10</u>	DATE <u>7/6/68</u>

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE 12-12-22 SIGNATURE Shirley (last name) SD. BACH

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	POST MILE	SHEET NO.
04	S.C.	280.87	221/241, 59/69	300	455

BRIDGE ENGINEER *[Signature]*
REGISTERED CIVIL ENGINEER NO. 888
DATE APPROVED: April 29, 1968



AS BUILT PLANS
Contract No. 04-208434
Date Completed 4/11/68
Document No. 4/0102889

BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor <u>A. E. Bachan</u>		THREE CONNECTOR VIADUCT	
DESIGN By <u>M. T. Hirst 8-67</u> Checked <u>M. T. Hirst 8-67</u>		GRID GRADES NO. 3	
DETAILS By <u>J. T. Johnson 5-67</u> Checked <u>E. Hirst 8-67</u>		BRIDGE NO. <u>37-270</u> POST MILE <u>57270-11</u>	
QUANTITIES By <u>J. T. Johnson 5-67</u> Checked <u>E. Hirst 8-67</u>		DRAWING NO. <u>57270-11</u> SHEET <u>13</u> OF <u>71</u>	
REVISION DATES		(PRELIMINARY) (PAGE ONLY)	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
DATE 4-11-68 SIGNATURE [Signature] TITLE SA. ROMA

DIST.	COUNTY	ROUTE	POST MILES—TOTAL PROJECT	POST MILE	SHEET NO.
04	SCI	28087	281/241	60/60	308/455

BRIDGE ENGINEER
 DATE APPROVED April 29, 1968

AS BUILT PLANS
 Contract No. 04-208434
 Date Completed
 Document No. 4003889

No
 AS BUILT
 CORRECTIONS BY E. PAGE
 CONTRACT NO. 04-208434

NOTE:
 Bents 4 "GR4" through 6 "GR4" are similar to Bent 3 "GR4" except as noted.
 Bearings of Bents 2 "GR4" through 6 "GR4" are radial.
 All piles not shown.

00 Denotes elevation at bottom of footing
 + Indicates Vertical Pile
 For details not shown see detail sheets

BRIDGE DEPARTMENT	
DESIGN SECTION 9	
Supervisor	A. S. Bachus
DESIGN	By J. J. [Signature]
DETAILS	By C. M. [Signature] 12/67
QUANTITIES	By J. J. [Signature] 1/68

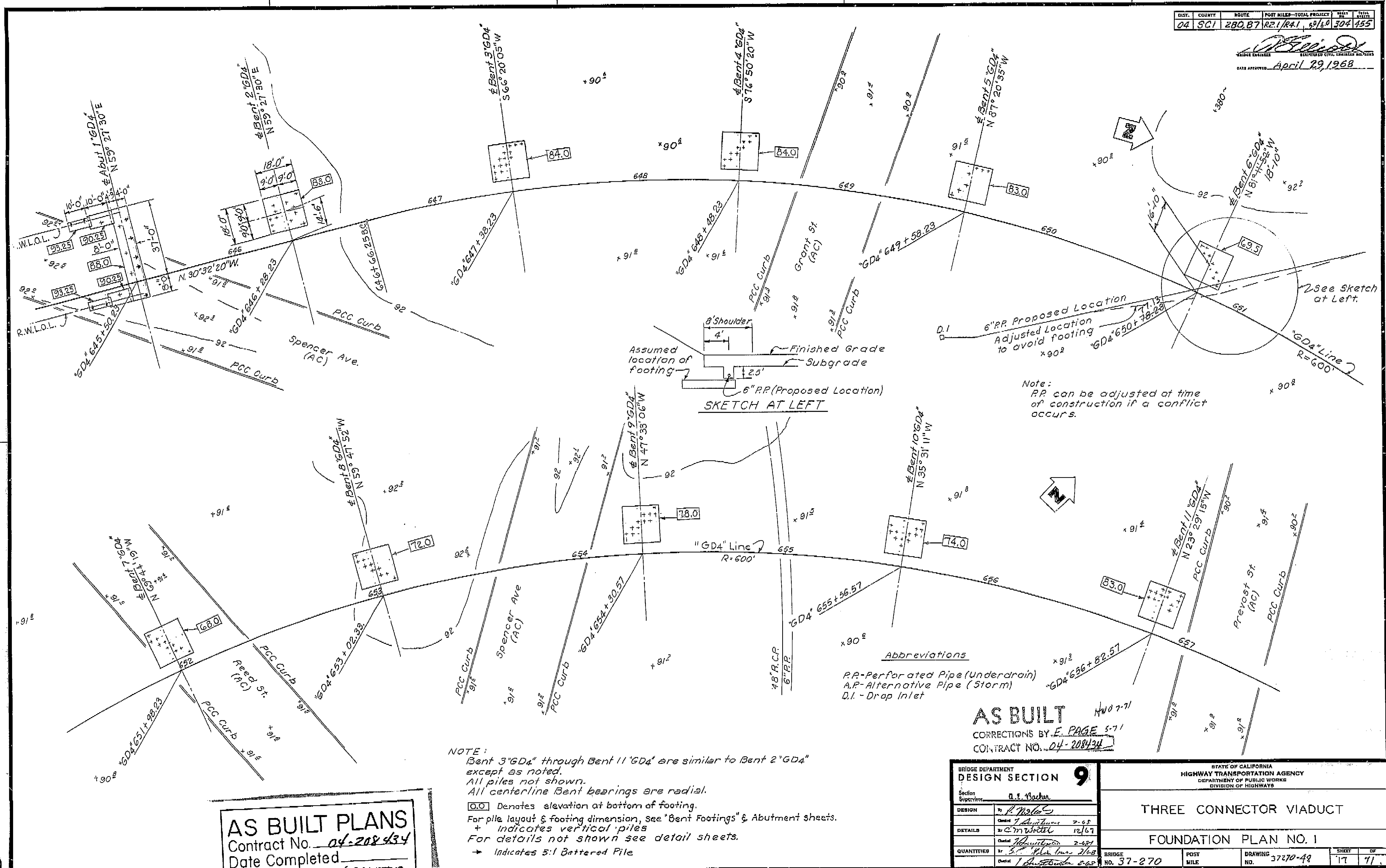
STATE OF CALIFORNIA	
HIGHWAY TRANSPORTATION AGENCY	
DEPARTMENT OF PUBLIC WORKS	
DIVISION OF HIGHWAYS	
THREE CONNECTOR VIADUCT	
FOUNDATION PLAN NO. 5	
BRIDGE NO. 37-270	POST MILE 37270-52
DRAWING NO. 21	SHEET 71

WO
 CU

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE 4-12-71 SIGNATURE [Signature] TITLE S. R. R. [Signature]

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	DATE	BY
04	SC	280.87	REI/RAI	3/16/68	304.155

DESIGNED BY: *[Signature]*
 DATE APPROVED: April 29, 1968



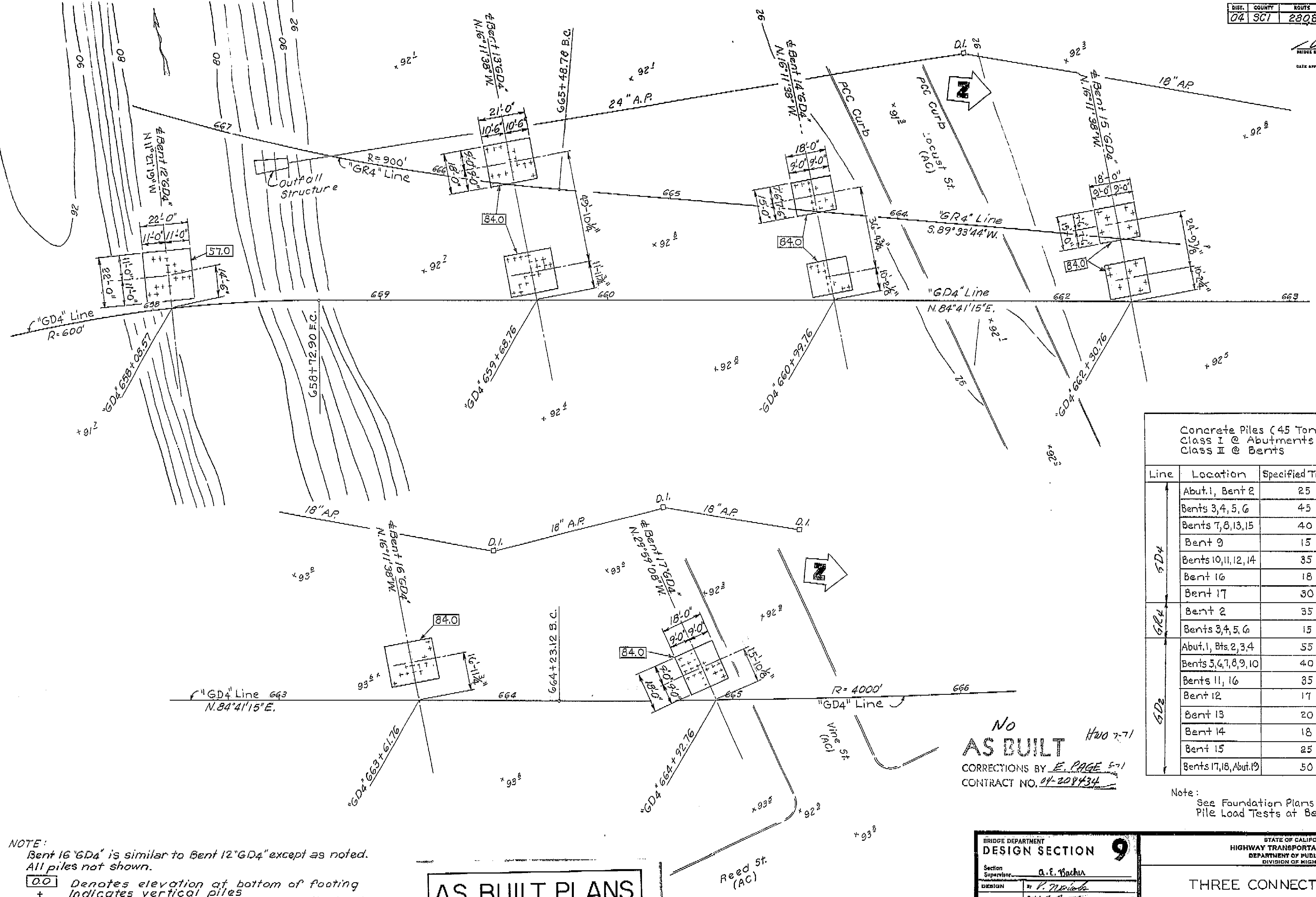
AS BUILT PLANS
 Contract No. 04-208434
 Date Completed _____
 Document No. 40063889

BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor: <i>[Signature]</i>		THREE CONNECTOR VIADUCT	
DESIGN: <i>[Signature]</i>		FOUNDATION PLAN NO. 1	
DETAILS: <i>[Signature]</i>		BRIDGE NO. 37-270	
QUANTITIES: <i>[Signature]</i>		POST MILE: 37.270	
		DRAWING NO. 37270-49	
		SHEET 17 OF 71	
		REVISION DATES: (PRELIMINARY STAGE ONLY)	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE 4-12-72 SIGNATURE *[Signature]* TITLE *[Signature]*

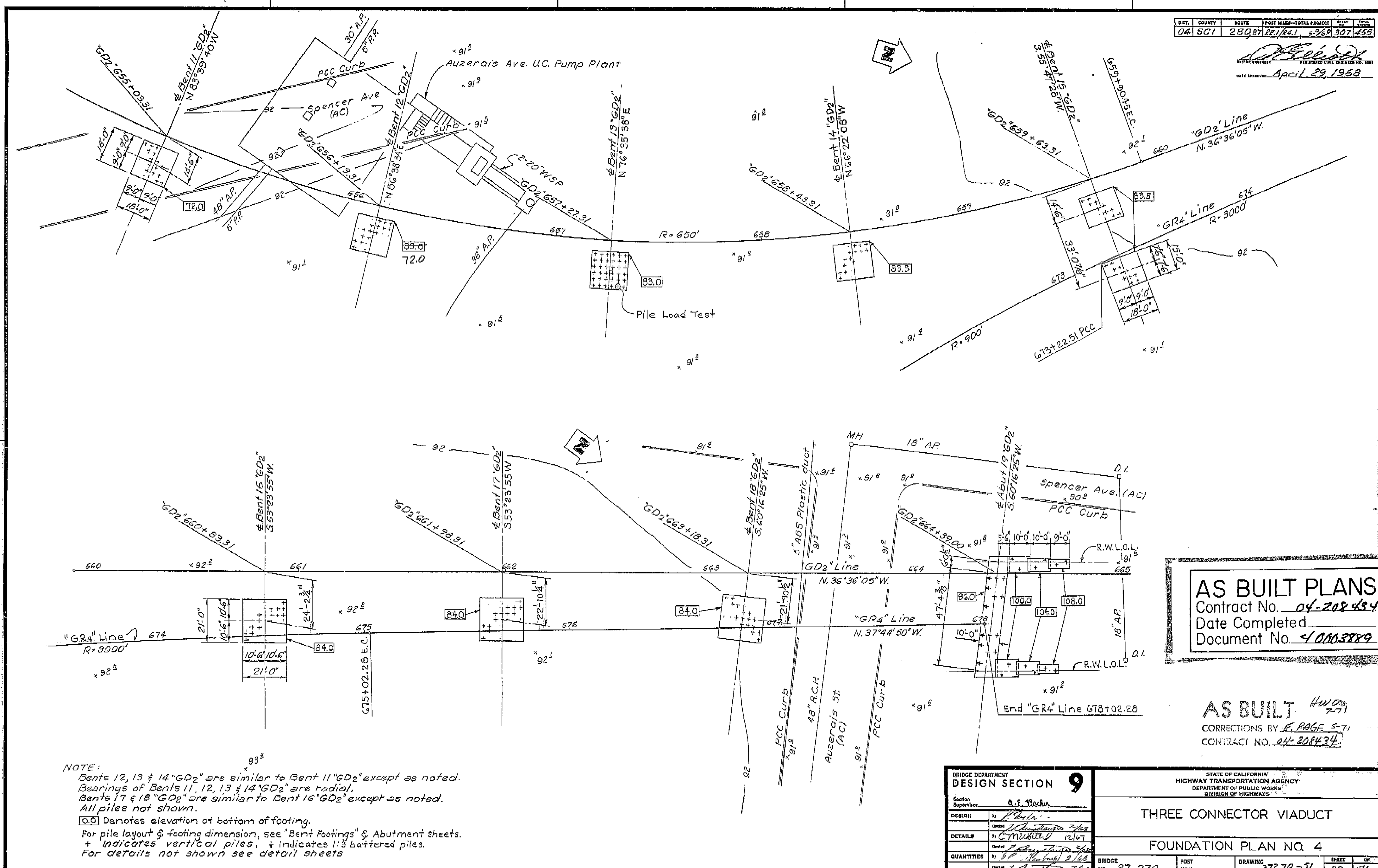
DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	POST MILES	TOTAL PROJECT
04	SGT	28087	R21/R41	69.60	305.455

BRIDGE ENGINEER
 DATE APPROVED: April 29, 1968



DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	POST	TOTAL
04	SG	1	280.87	281.44	5.9%

REGISTERED CIVIL ENGINEER NO. 8111
 DATE APPROVED: April 29, 1968



NOTE:
 Bents 12, 13 & 14 "GD₂" are similar to Bent 11 "GD₂" except as noted.
 Bearings of Bents 11, 12, 13 & 14 "GD₂" are radial.
 Bents 17 & 18 "GD₂" are similar to Bent 16 "GD₂" except as noted.
 All piles not shown.
 [O] Denotes elevation at bottom of footing.
 For pile layout & footing dimension, see "Bent Footings" & Abutment sheets.
 + Indicates vertical piles, + Indicates 1:3 battered piles.
 For details not shown see detail sheets

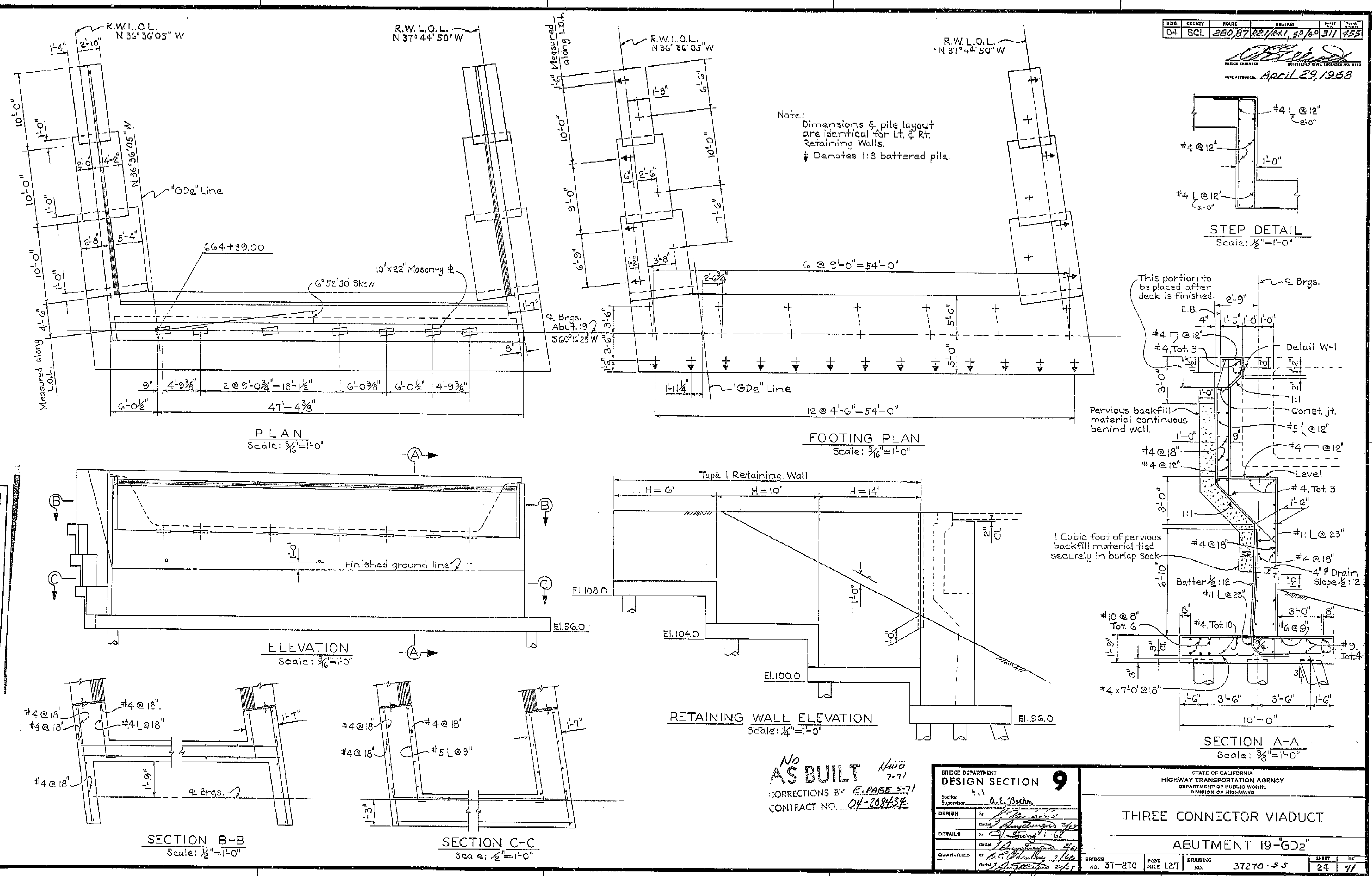
AS BUILT PLANS
 Contract No. 04-208434
 Date Completed
 Document No. 40003889

AS BUILT HWO 7-71
 CORRECTIONS BY E. PAGE 5-71
 CONTRACT NO. 04-208434

BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor: <u>A. E. Bacha</u>		THREE CONNECTOR VIADUCT	
DESIGN by <u>W. J. Bacha</u> 7/68 Checked <u>W. J. Bacha</u> 12/67		FOUNDATION PLAN NO. 4	
DETAILS by <u>W. J. Bacha</u> 2/68 Checked <u>W. J. Bacha</u> 7/68		BRIDGE NO. 37-270 POST MILE 372.70-51 SHEET 20 OF 71	
QUANTITIES by <u>W. J. Bacha</u> 2/68 Checked <u>W. J. Bacha</u> 7/68		REVISION DATES (PRELIMINARY STAGE ONLY)	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE 4-11-77 SIGNATURE W. J. Bacha (TITLE S. R. R. R.)

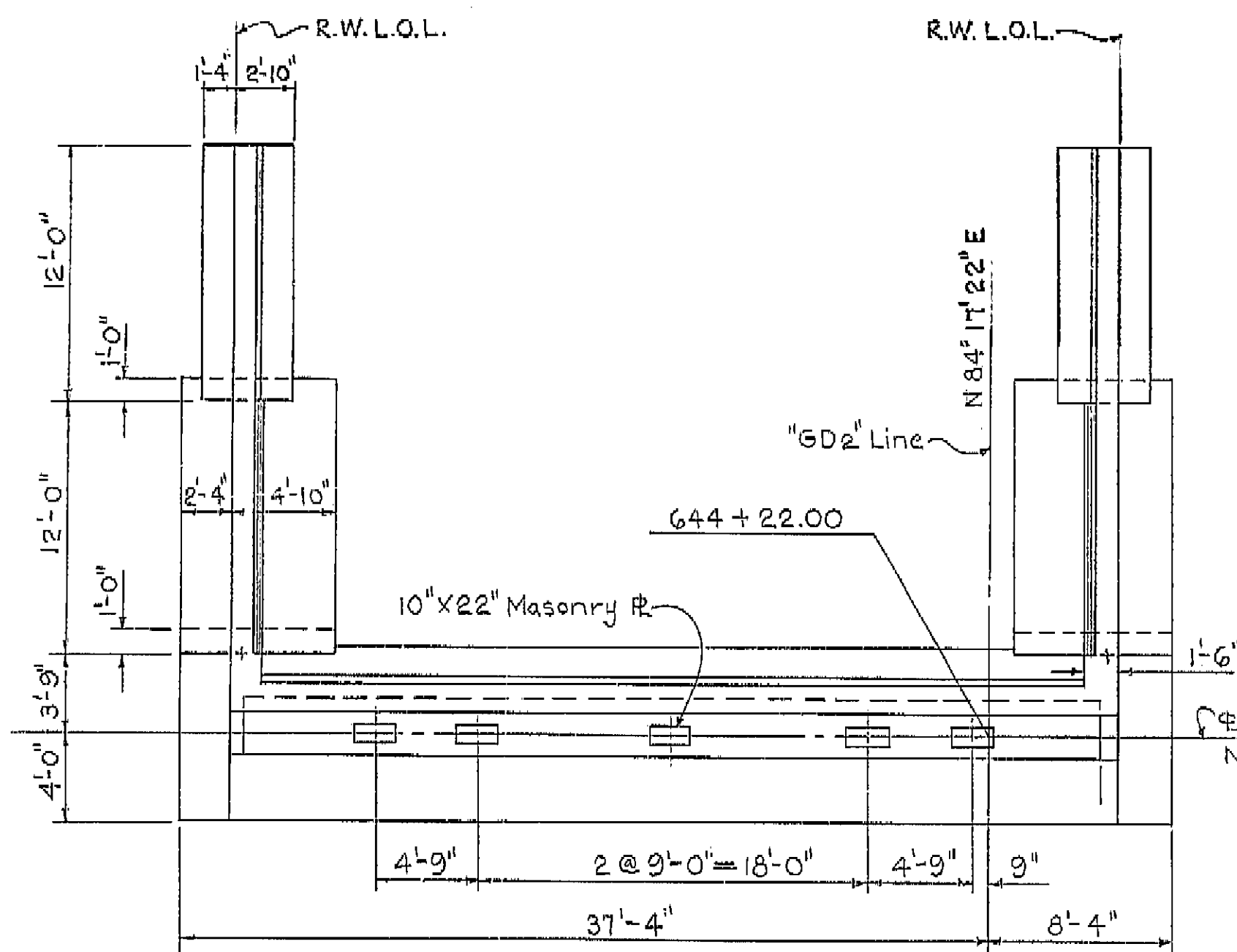
AS BUILT PLANS
Contract No. 04-208-434
Date Completed
Document No. 51005889



NO
AS BUILT
CORRECTIONS BY E. PAGE 5-71
CONTRACT NO. 04-208-434

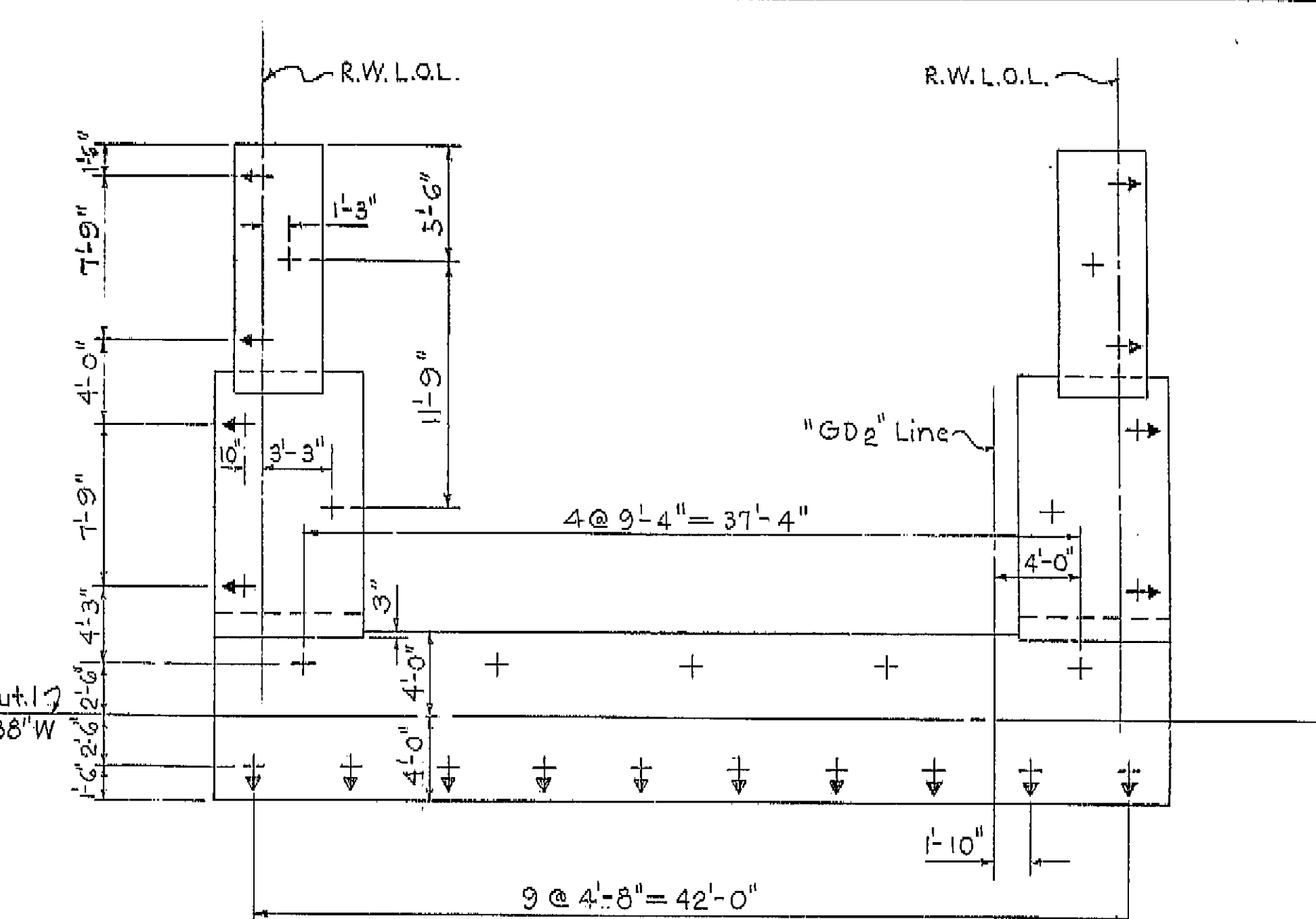
BRIDGE DEPARTMENT		DESIGN SECTION 9		STATE OF CALIFORNIA			
HIGHWAY TRANSPORTATION AGENCY		DEPARTMENT OF PUBLIC WORKS		DIVISION OF HIGHWAYS			
THREE CONNECTOR VIADUCT							
ABUTMENT 19 "GD2"							
Section Supervisor A. E. Bachman		BRIDGE NO.	37-270	POST MILE L2.7	DRAWING NO. 37270-55	SHEET 24	OF 71
DESIGN		By	[Signature]				DATE 4/29/68
DETAILS		By	[Signature]				DATE 5-1-68
QUANTITIES		By	[Signature]				DATE 5/6/68

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
DATE 4-11-72 SIGNATURE [Signature] TITLE S.A. [Signature]

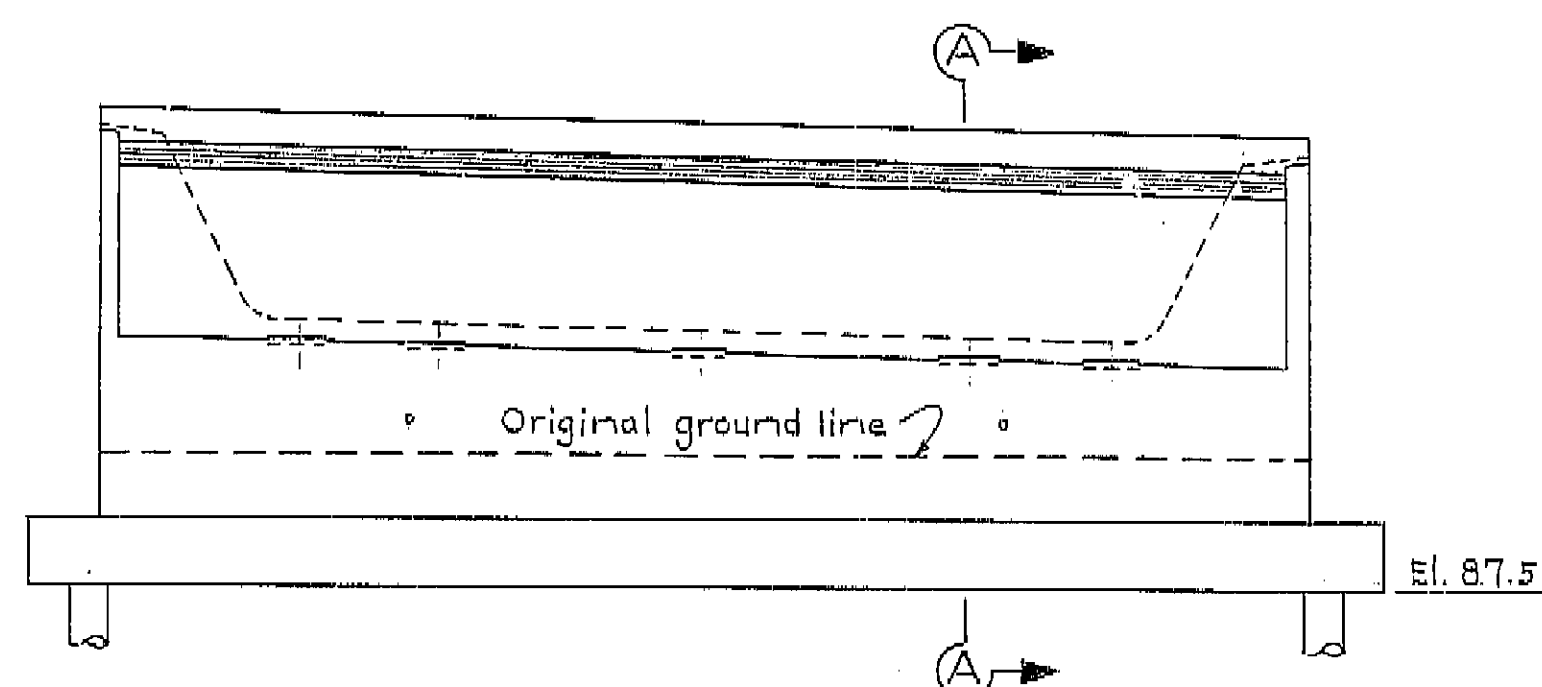


PLAN
Scale: $\frac{3}{16}'' = 1'-0''$

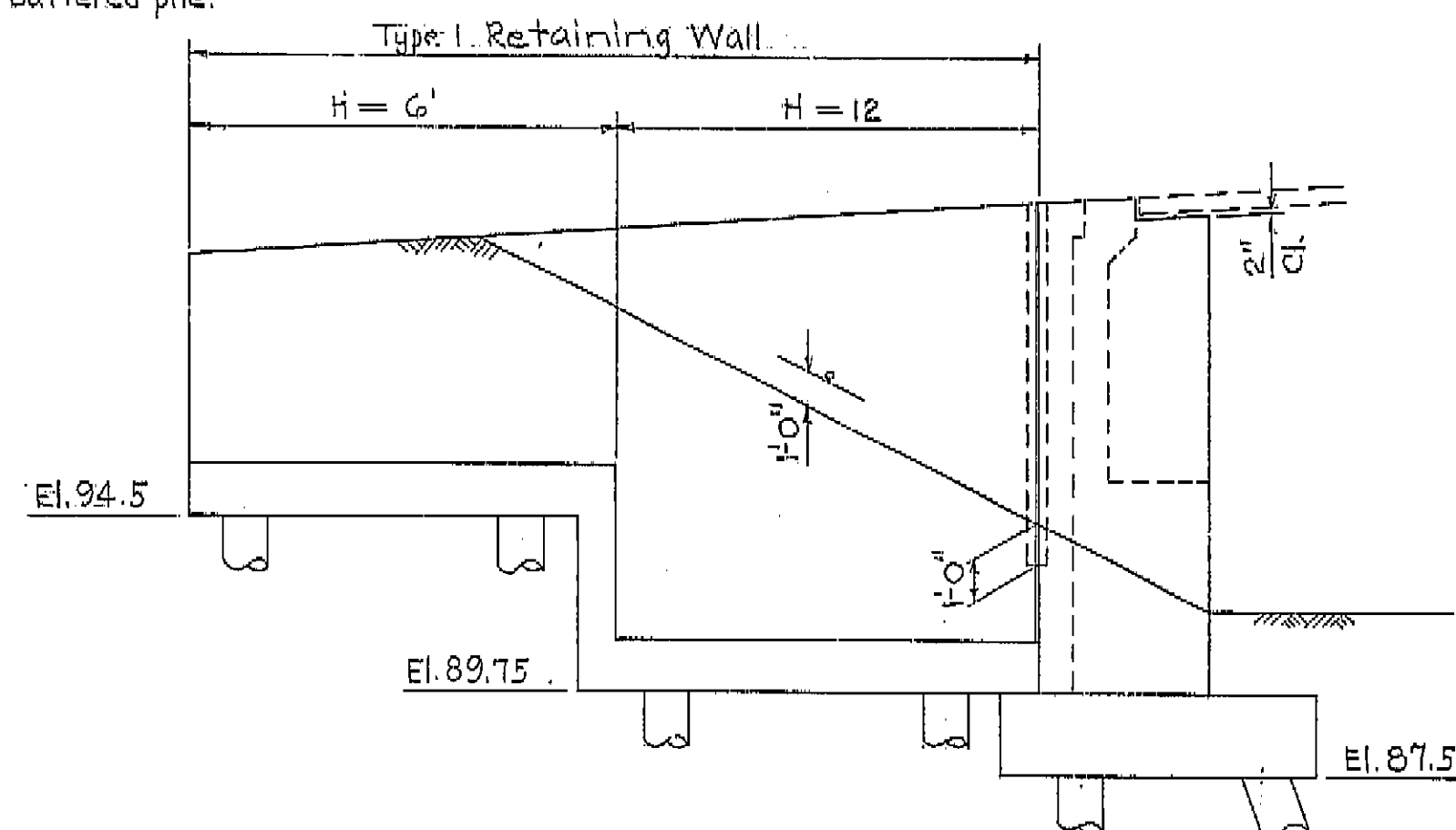
Note: Dimensions & pile layout are identical for Lt. & Rt. Retaining Walls.
↓ Denotes 1:3 battered pile.



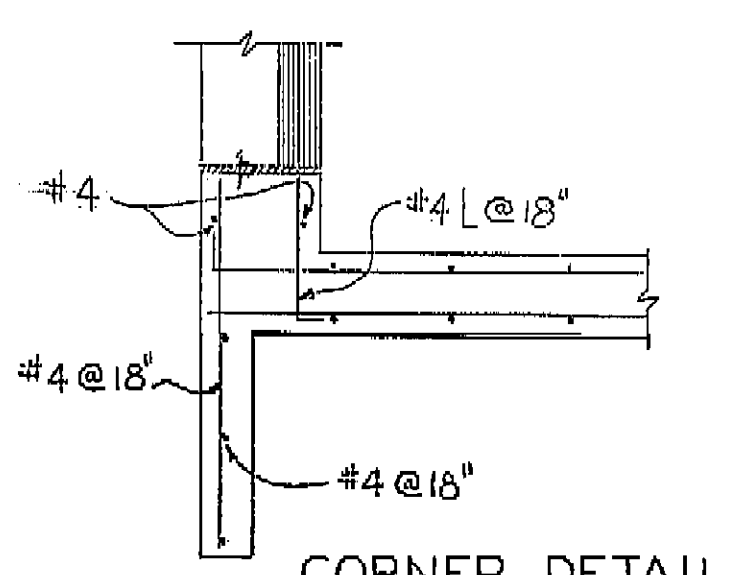
FOOTING PLAN
Scale: $\frac{3}{16}'' = 1'-0''$



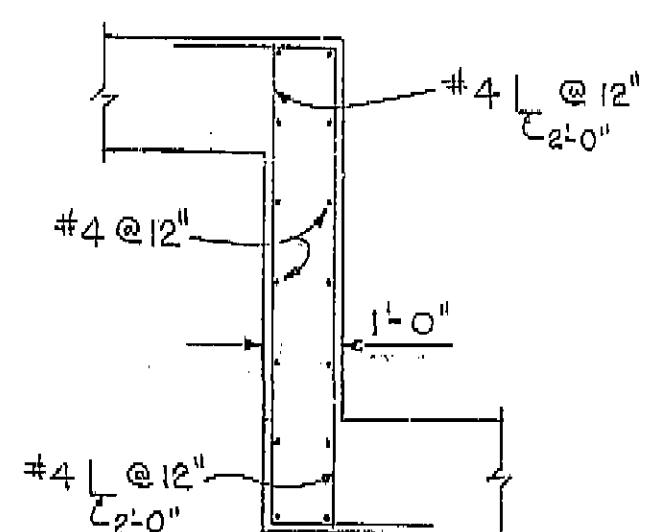
ELEVATION
Scale: $\frac{3}{16}'' = 1'-0''$



RETAINING WALL ELEVATION
Scale: $\frac{3}{16}'' = 1'-0''$

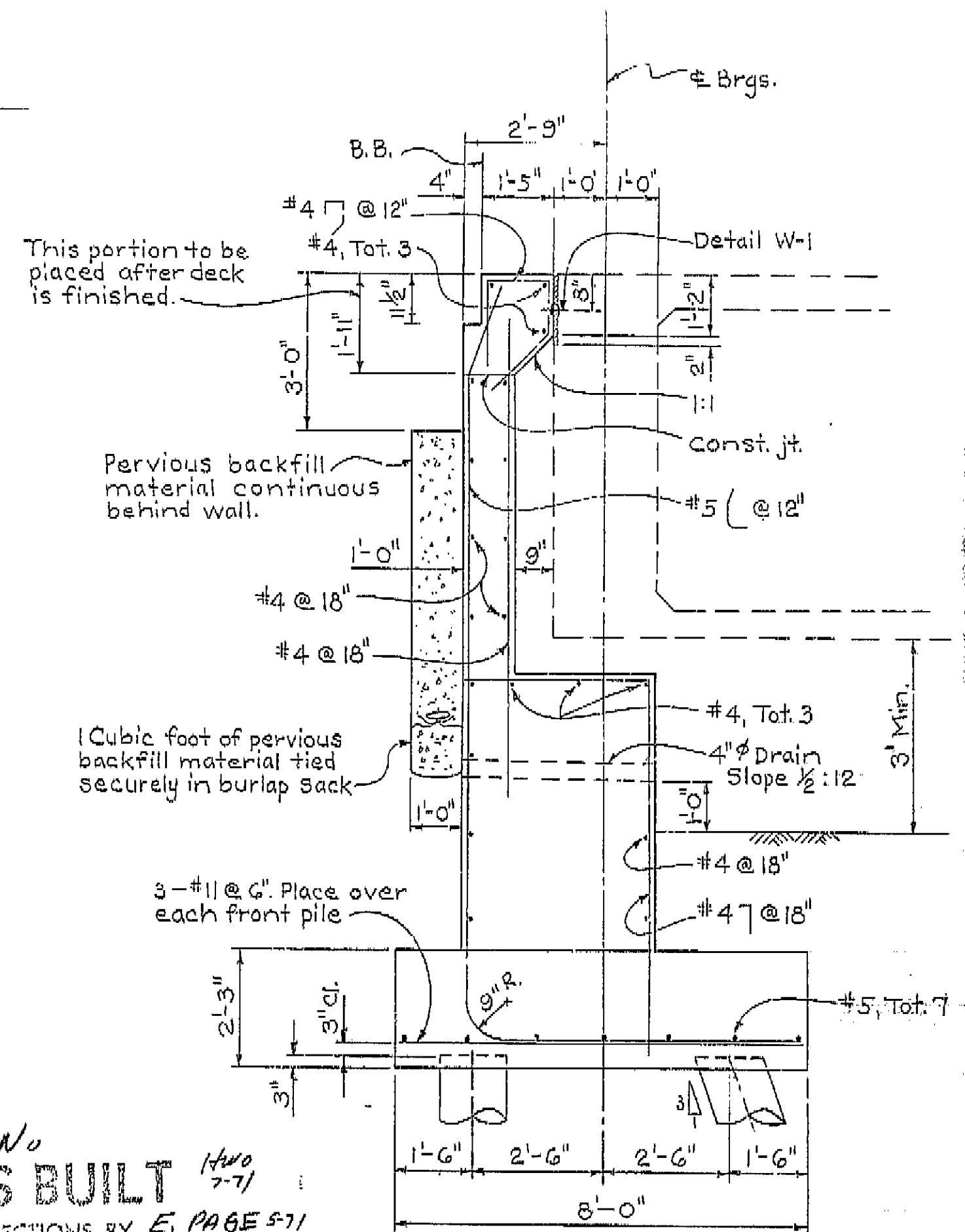


CORNER DETAIL
Scale: $\frac{1}{2}'' = 1'-0''$



STEP DETAIL
Scale: $\frac{1}{2}'' = 1'-0''$

AS BUILT PLANS
Contract No. 04-208-434
Date Completed 4/10/68
Document No. 40003889



SECTION A-A
Scale: $\frac{1}{2}'' = 1'-0''$

AS BUILT
CORRECTIONS BY E. PAGE 571
CONTRACT NO. 04-208-434

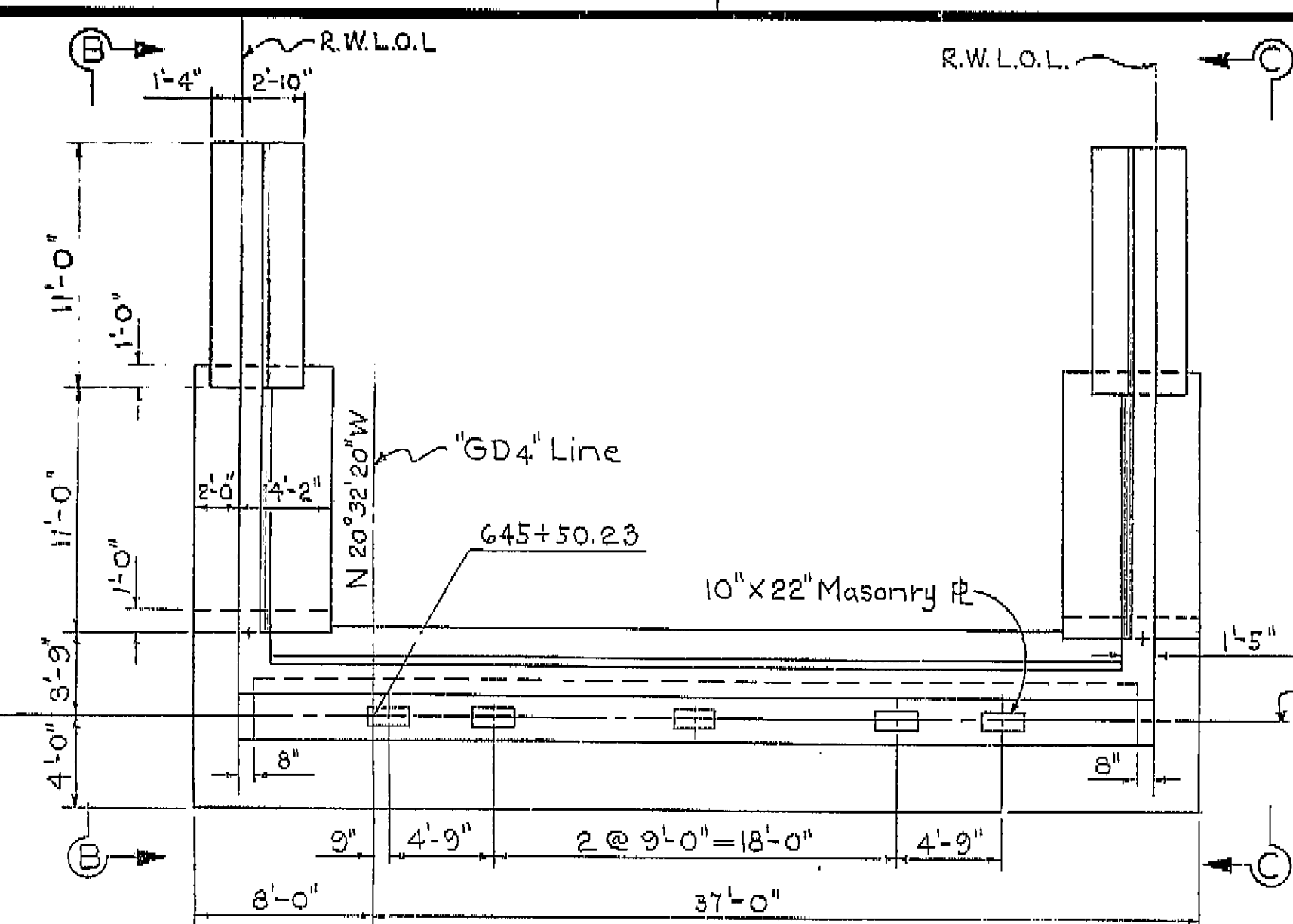
BRIDGE DEPARTMENT				STATE OF CALIFORNIA			
DESIGN SECTION 9				HIGHWAY TRANSPORTATION AGENCY			
Section Supervisor: <u>A. E. Kishner</u>				DEPARTMENT OF PUBLIC WORKS			
DESIGN: <u>1/1/68</u>				DIVISION OF HIGHWAYS			
DETAILS: <u>1/1/68</u>				THREE CONNECTOR VIADUCT			
QUANTITIES: <u>1/1/68</u>				ABUTMENT 1-GD2			
BRIDGE NO. <u>37-270</u>				POST MILE <u>L2.7</u>			
DRAWING NO. <u>37270-54</u>				SHEET <u>23</u> OF <u>71</u>			
REVISION DATES				(PRELIMINARY STAGE ONLY)			

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
DATE 4-11-68 SIGNATURE James C. Conkley TITLE Asst. Dir.

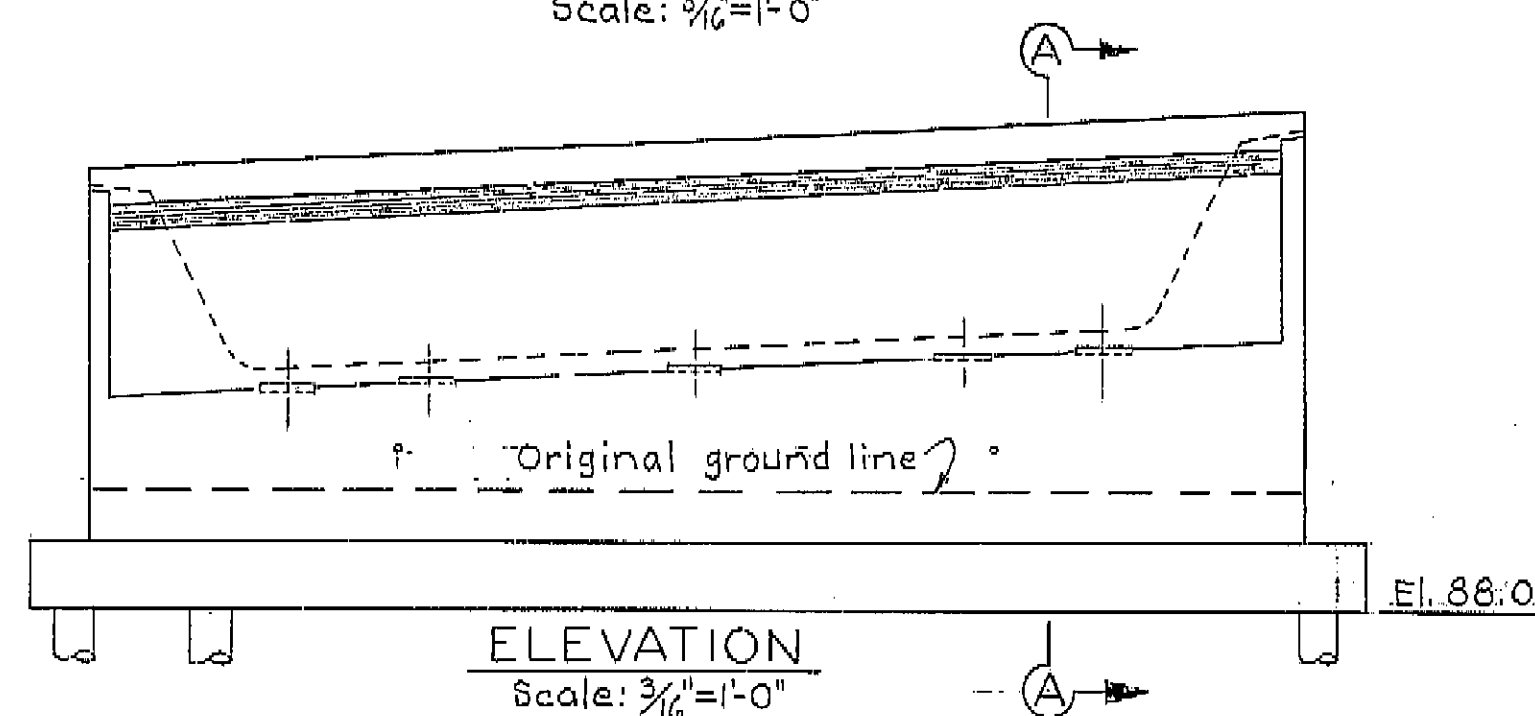
DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	280, 87	R21/R41, 5.9/6.9	309	455

APPROVED
DATE APPROVED April 29 1968

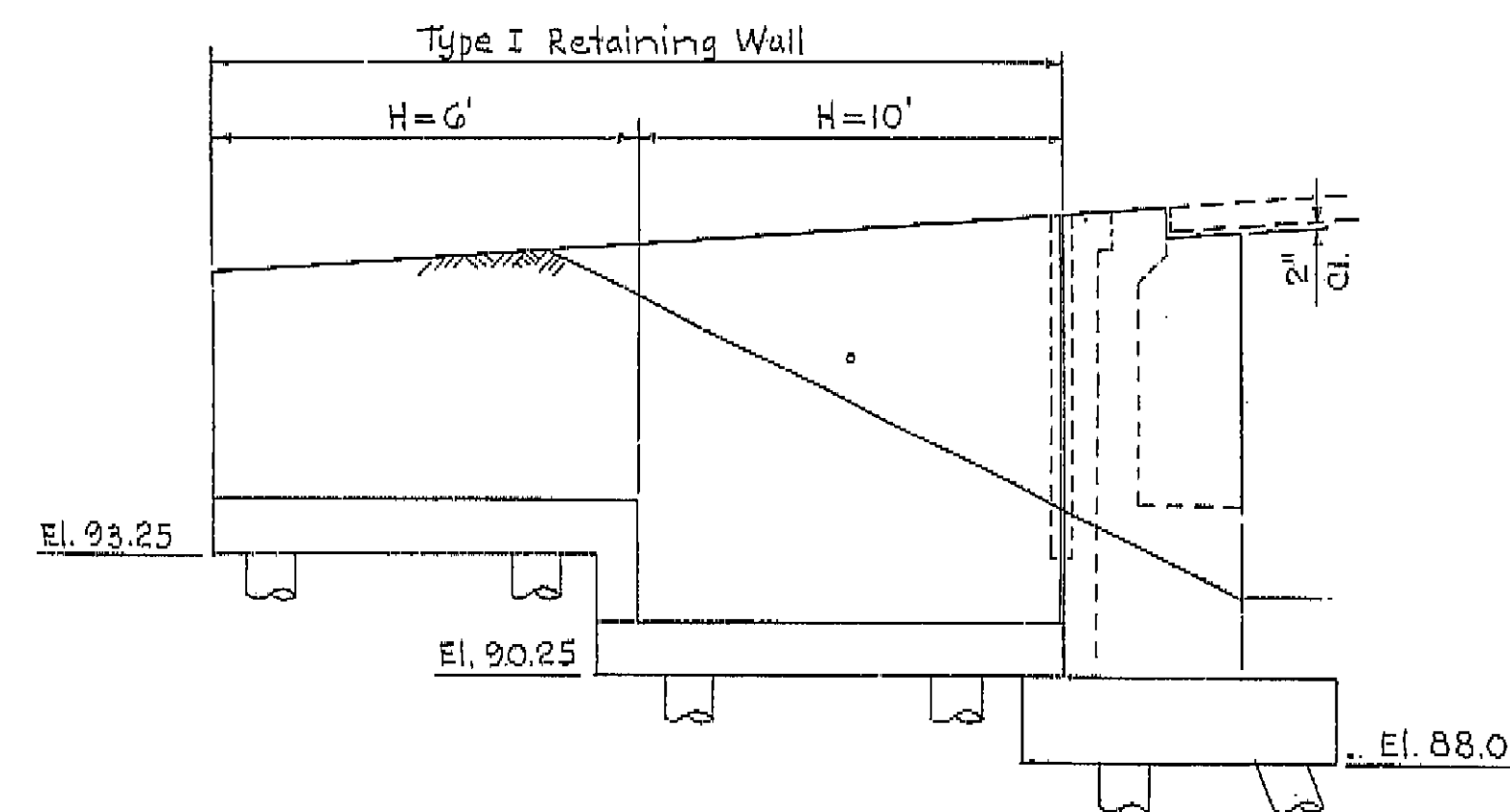
AS BUILT PLANS
Contract No. 04-208434
Date Completed
Document No. 40003889



PLAN
Scale: $\frac{3}{16}'' = 1'-0''$

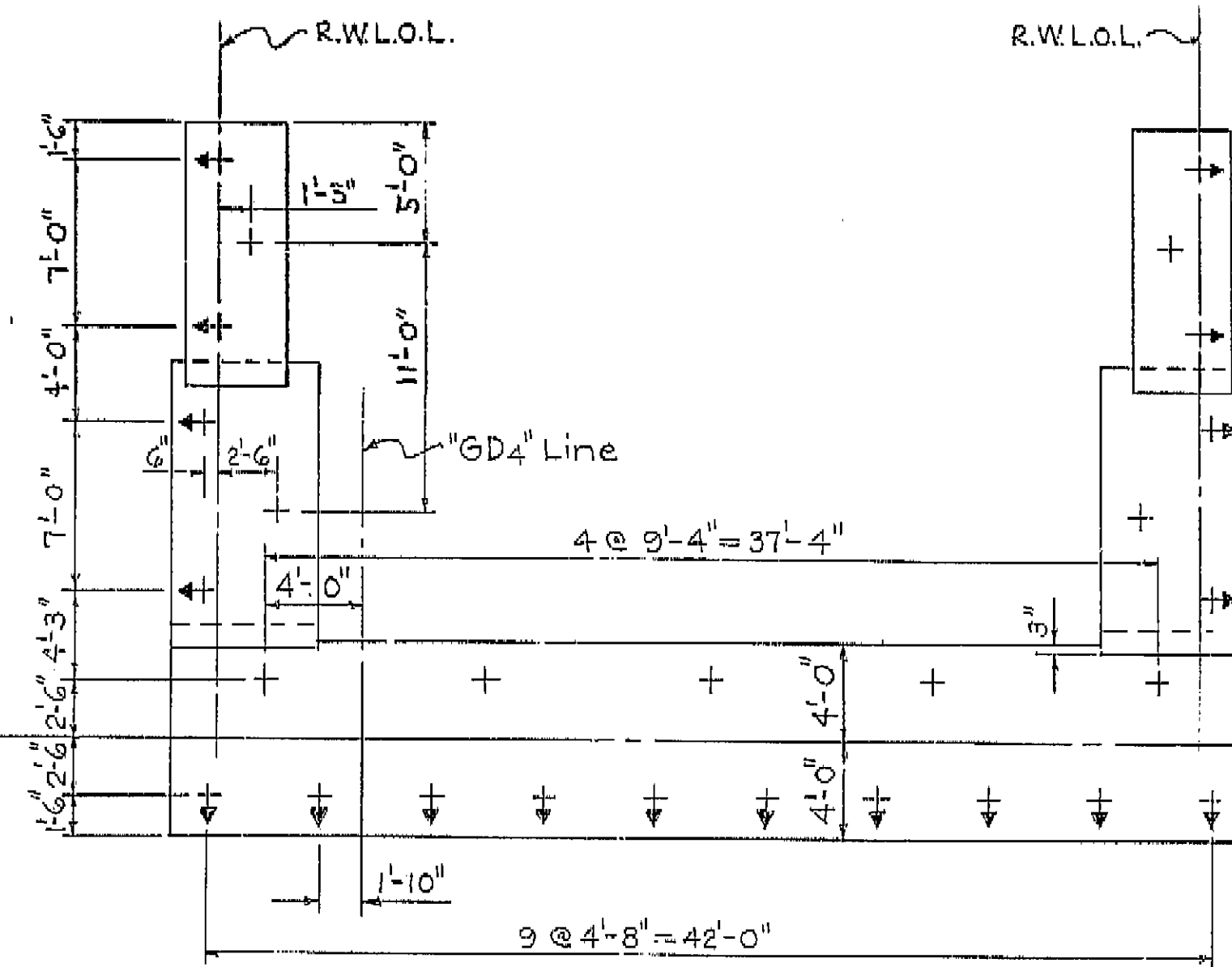


ELEVATION
Scale: $\frac{3}{16}'' = 1'-0''$

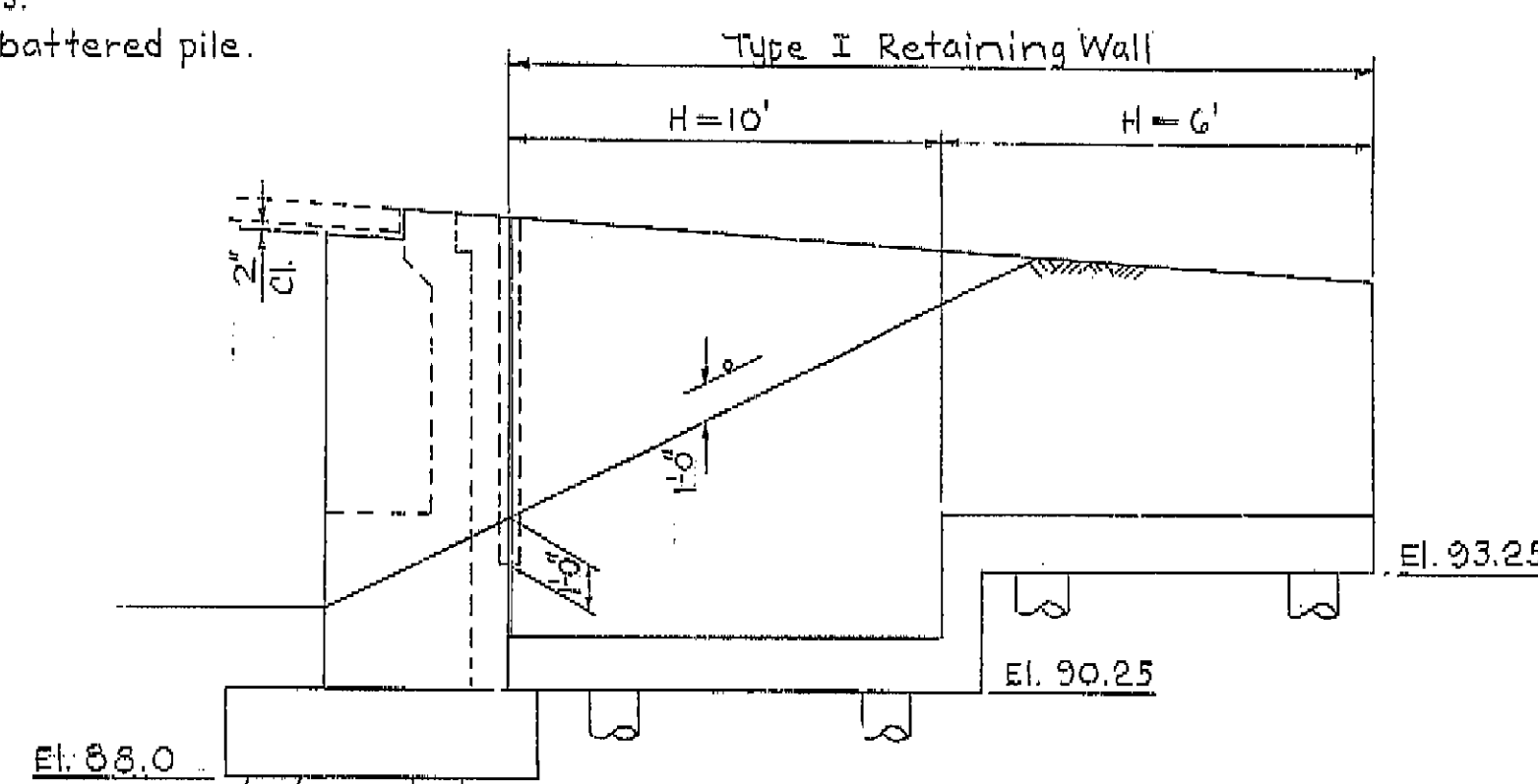


ELEVATION B-B
Scale: $\frac{1}{4}'' = 1'-0''$

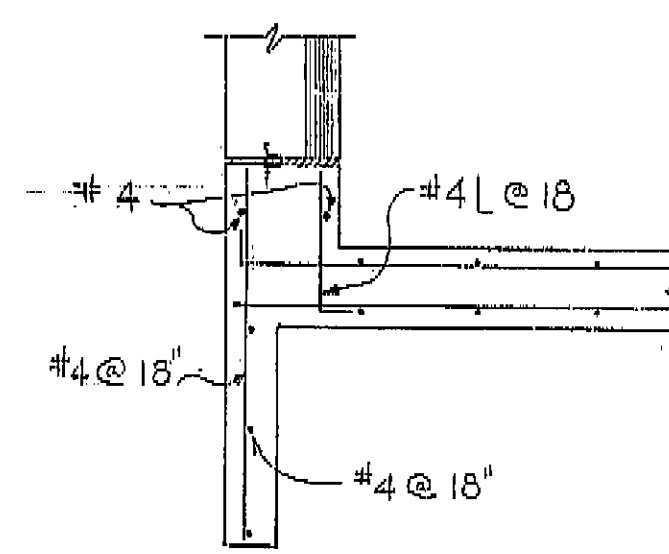
Note: Dimensions & pile layout are identical for Lt. & Rt. Retaining Walls.
+ Denotes 1:3 battered pile.



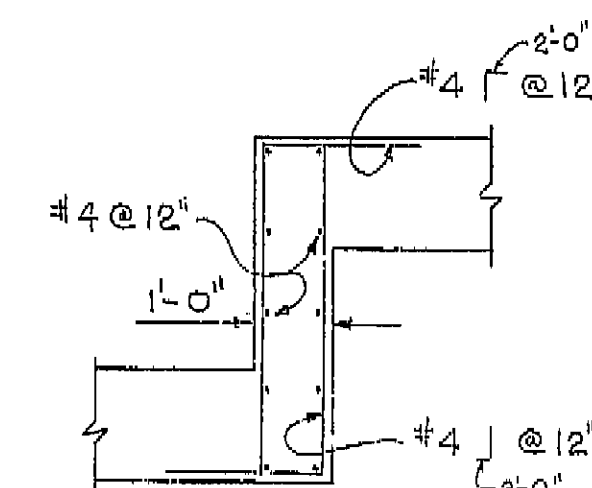
FOOTING PLAN
Scale: $\frac{3}{16}'' = 1'-0''$



ELEVATION C-C
Scale: $\frac{1}{4}'' = 1'-0''$



CORNER DETAIL
Scale: $\frac{1}{2}'' = 1'-0''$



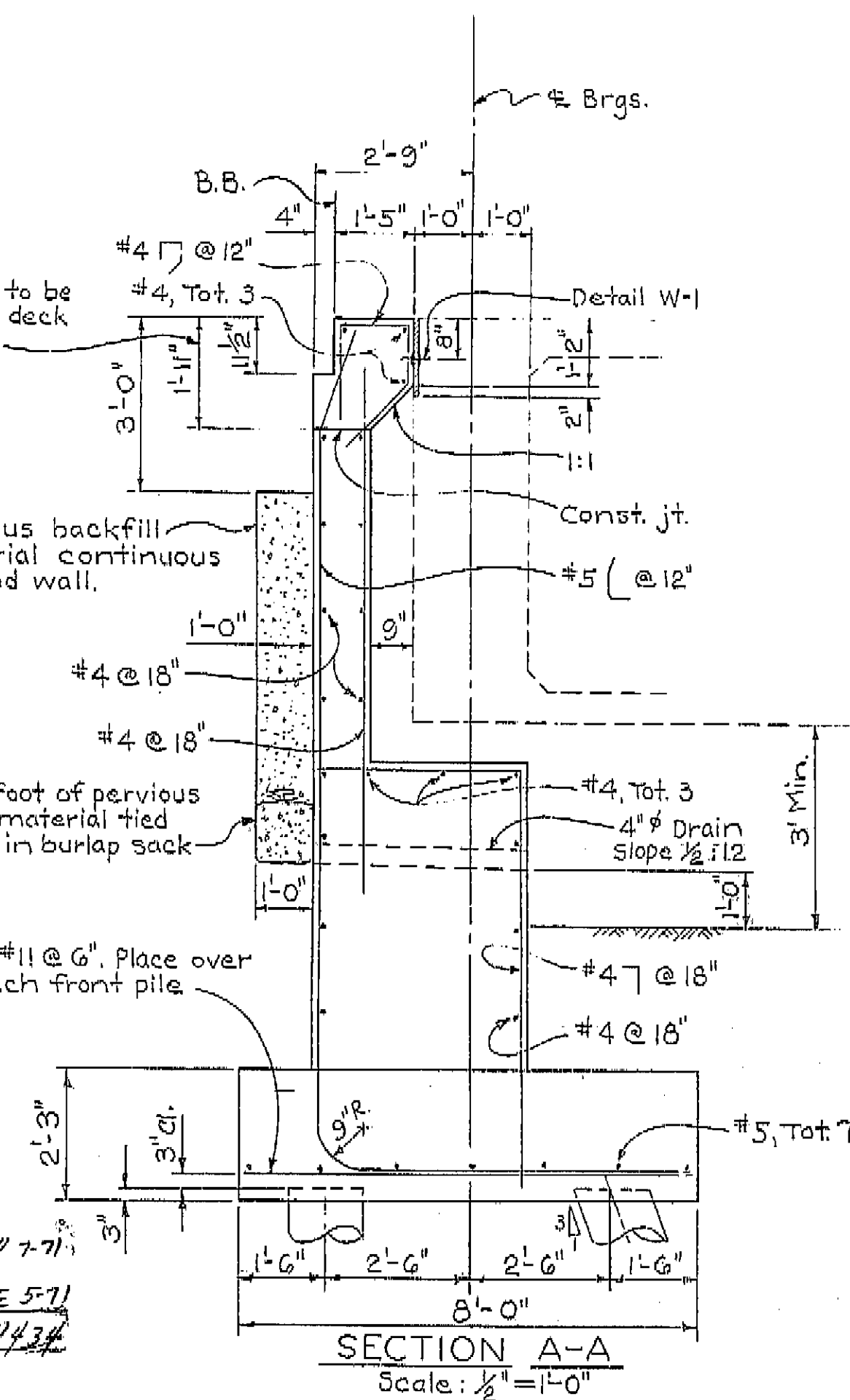
STEP DETAIL
Scale: $\frac{1}{2}'' = 1'-0''$

This portion to be placed after deck is finished.

Pervious backfill material continuous behind wall.

1 Cubic foot of pervious backfill material tied securely in burlap sack

3-#11 @ 6". Place over each front pile



SECTION A-A
Scale: $\frac{1}{2}'' = 1'-0''$

NO
AS BUILT
CORRECTIONS BY E. PAGE 5-71
CONTRACT NO. 04-208434

DESIGN	BY	DATE
DESIGN	BY	DATE
DETAILS	BY	DATE
QUANTITIES	BY	DATE

BRIDGE DEPARTMENT		DESIGN SECTION 9	
Section Superior: R. E. Bachan			
DESIGN BY: J. E. Bachan 7/67			
DETAILS BY: J. E. Bachan 1-68			
QUANTITIES BY: J. E. Bachan 3/68			
BRIDGE NO. 37-270			
POST MILE L 2.7			
DRAWING NO. 37270-53			
SHEET 22 OF 71			

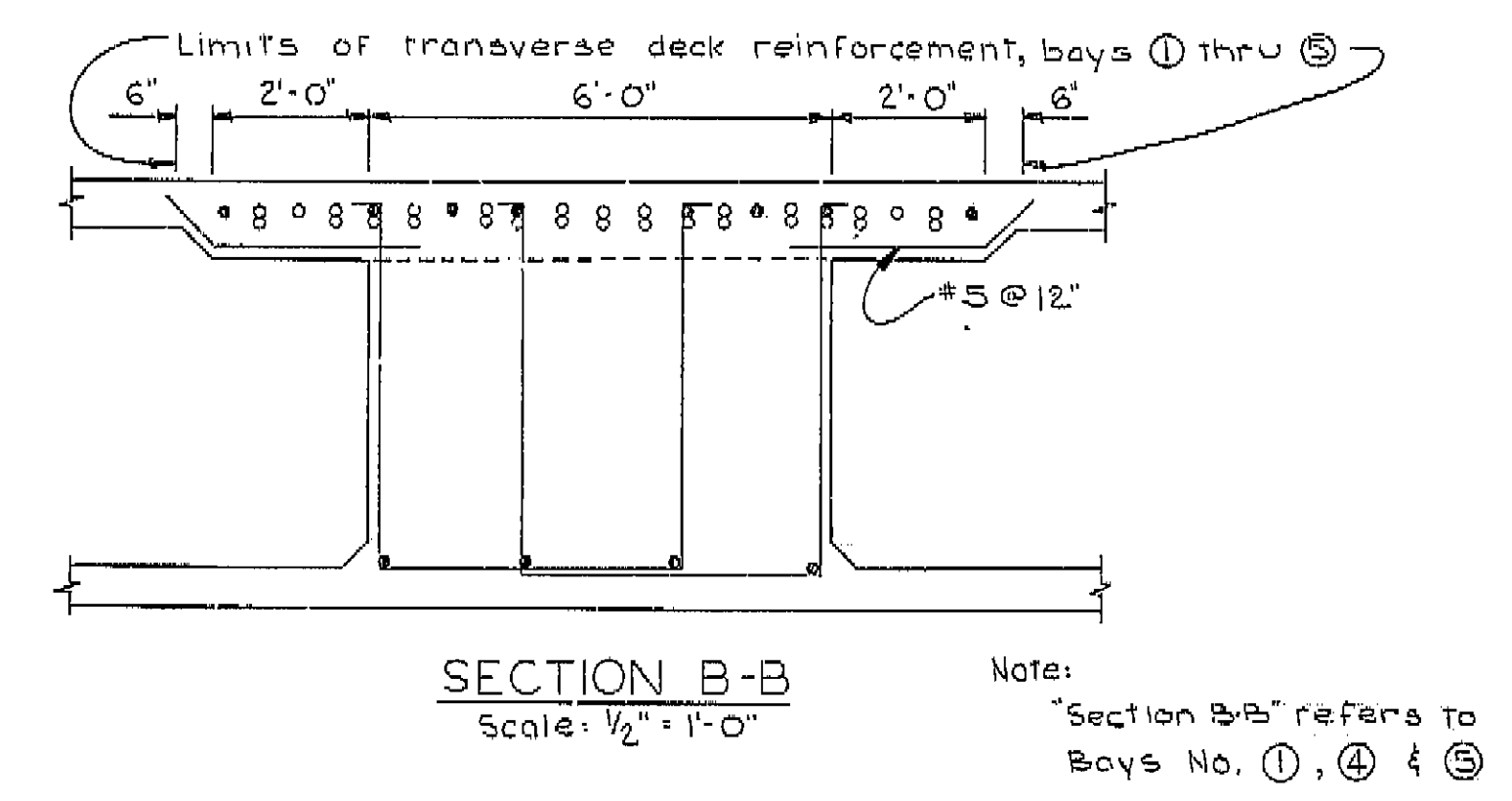
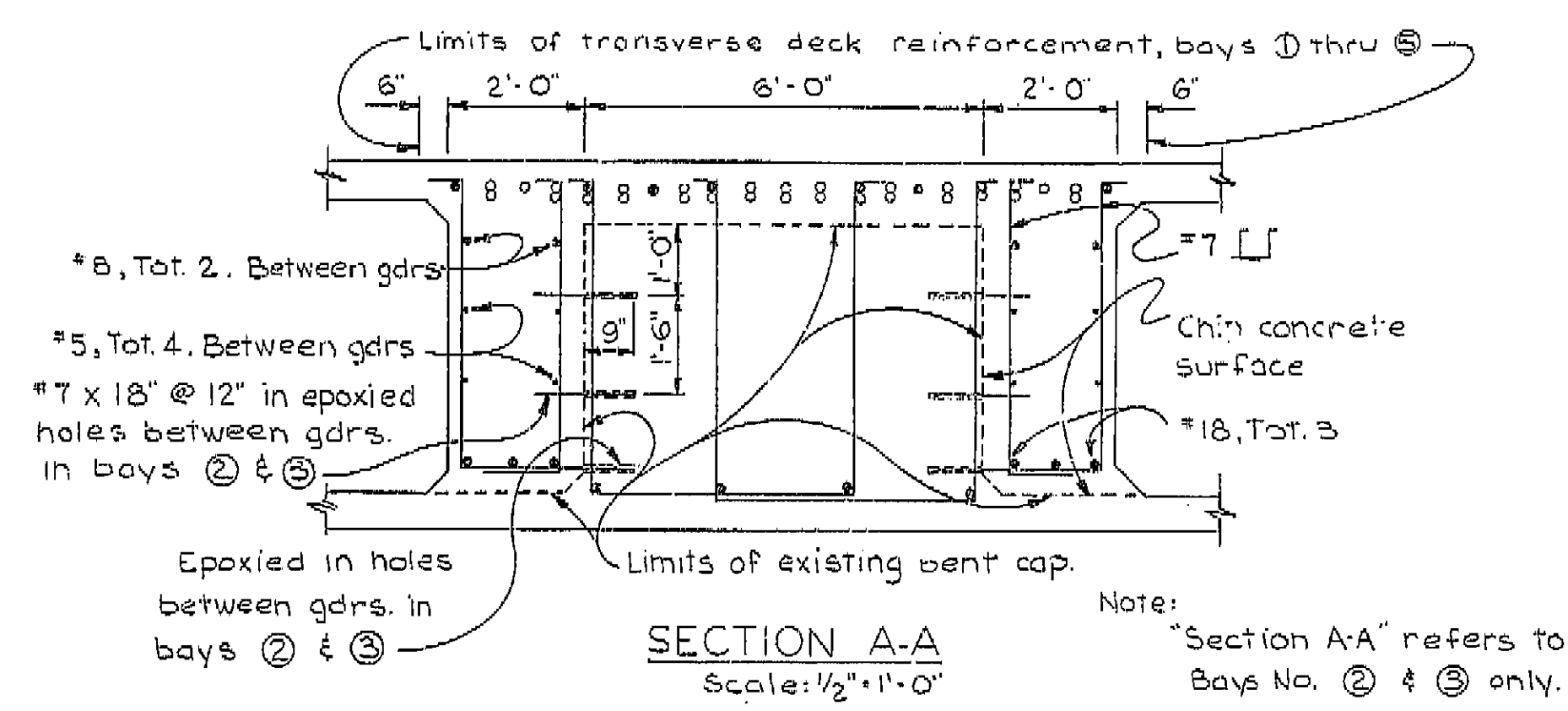
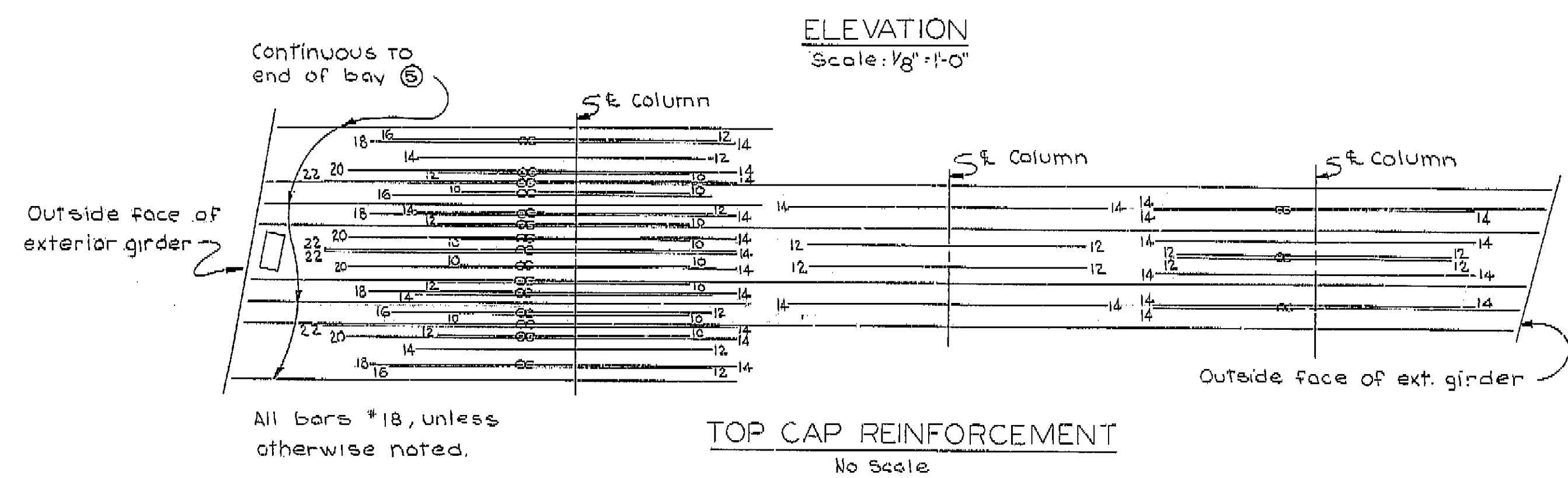
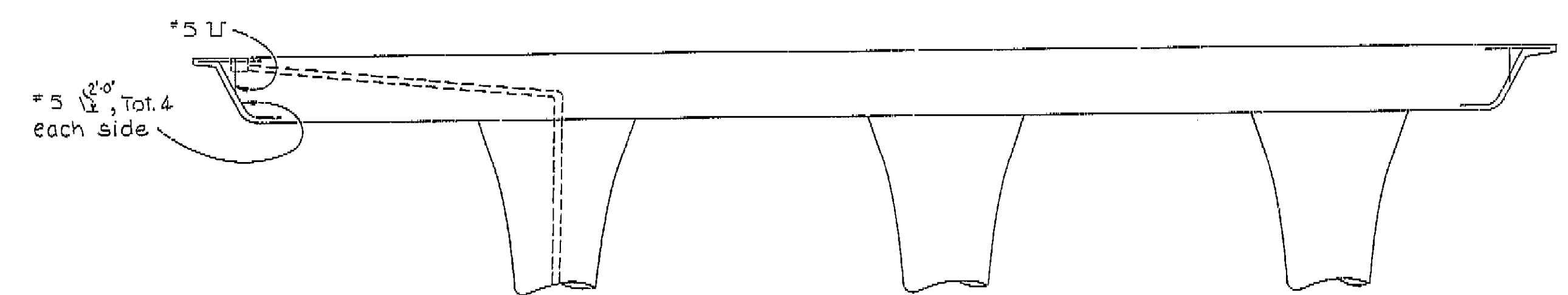
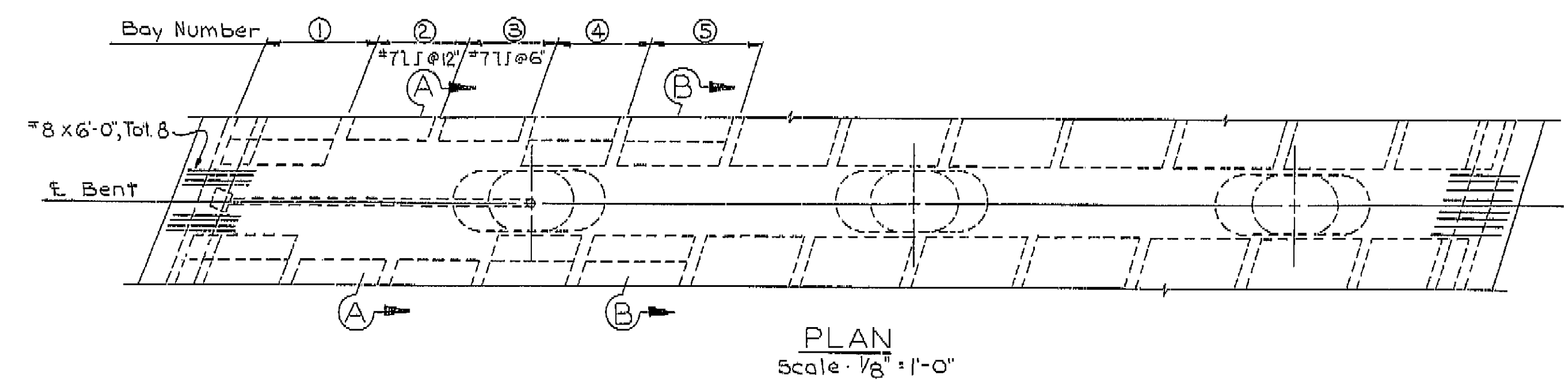
THREE CONNECTOR VIADUCT

ABUTMENT 1-"GD4"

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
DATE 11-11-72 SIGNATURE J. E. Bachan TITLE S. R. R. R.

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI.	280	R 2.1 R 4.1	2884	

DATE APPROVED: _____
 OFFICE SECTION SUPERVISOR: _____
 REINFORCED CIVIL ENGINEER NO. 8558

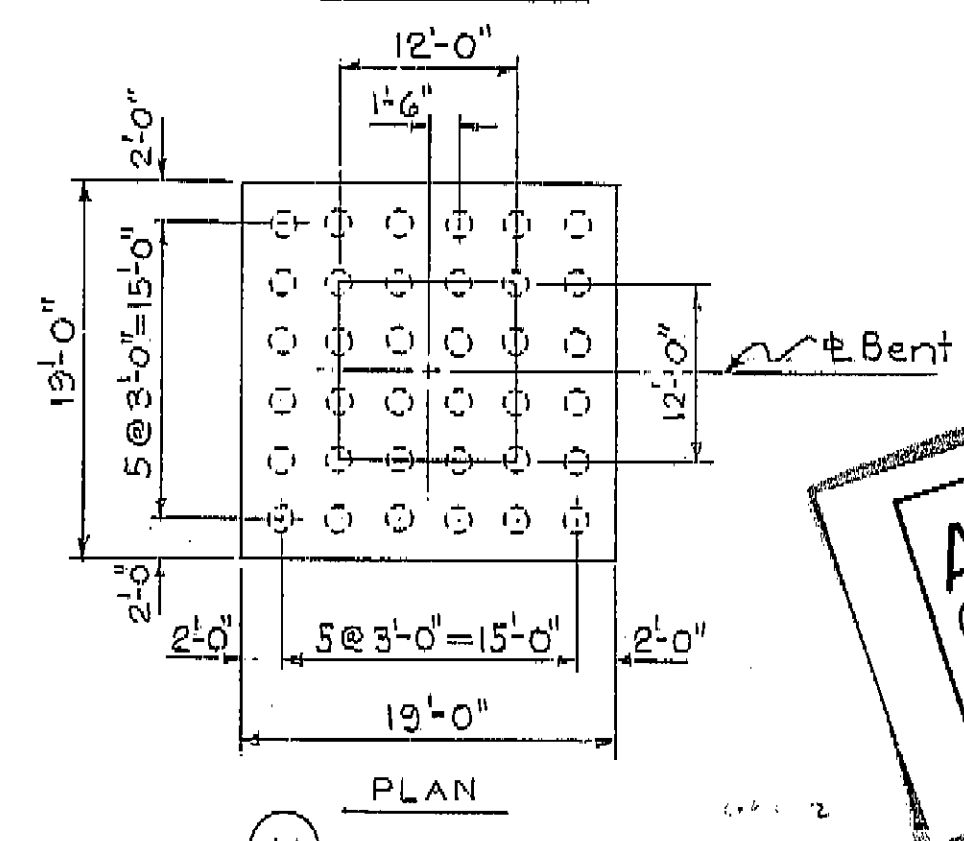
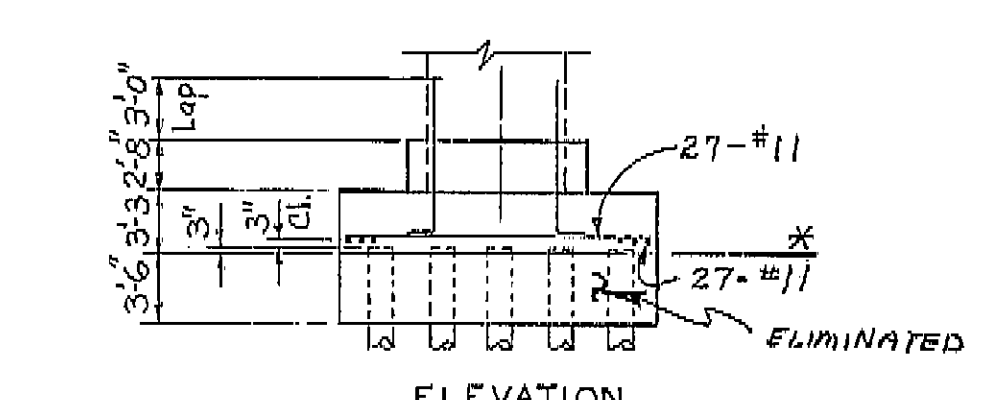
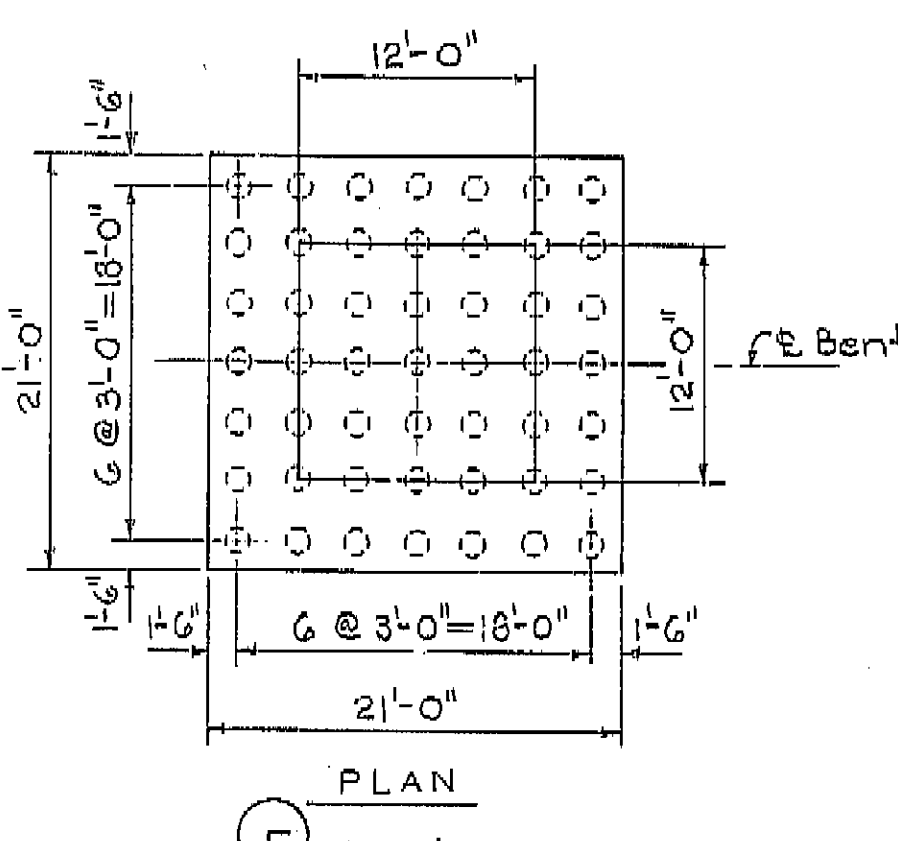
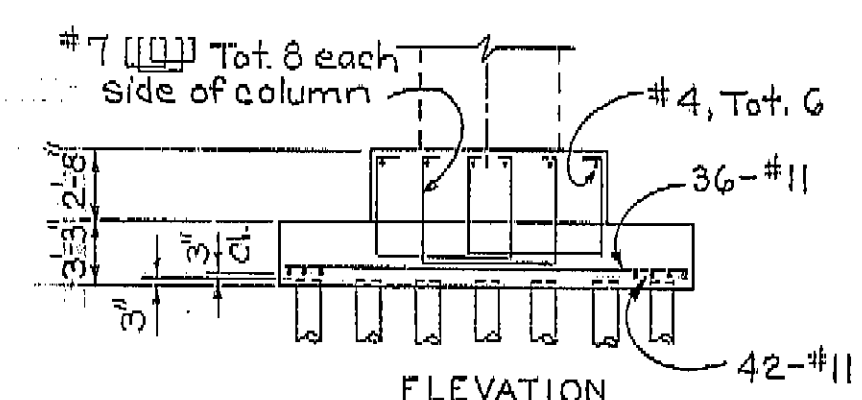
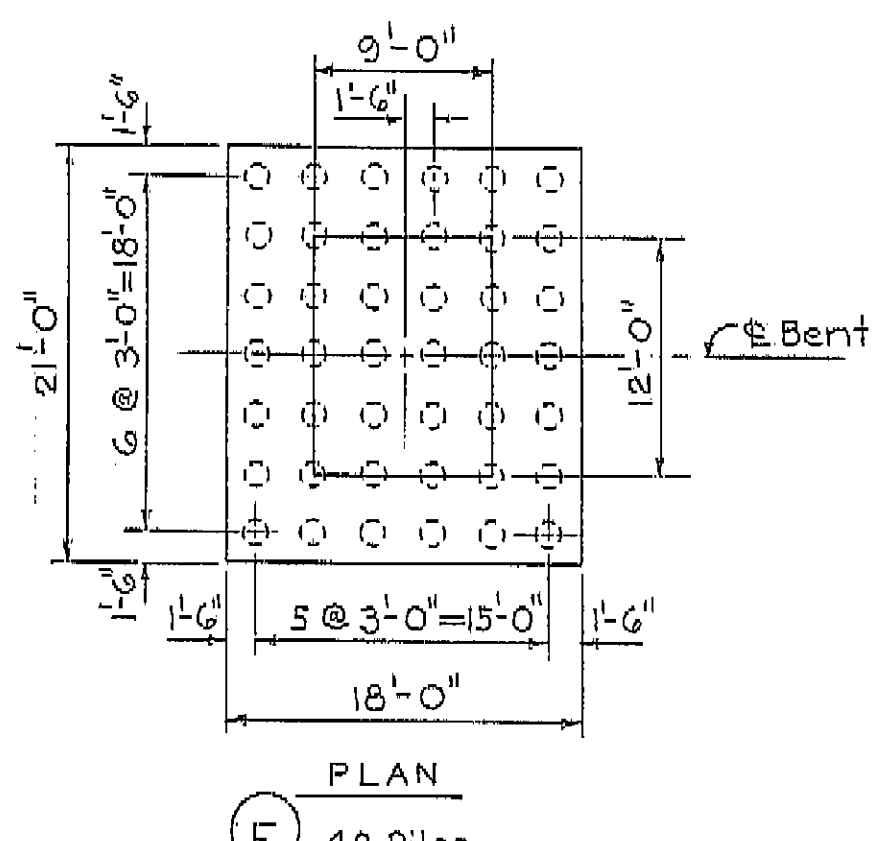
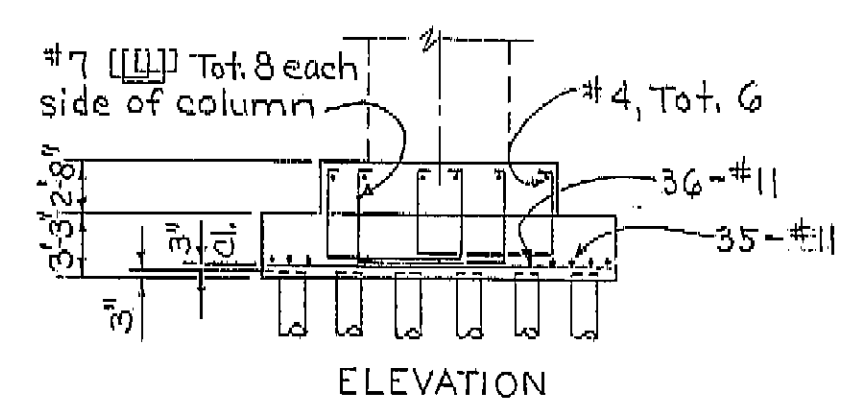
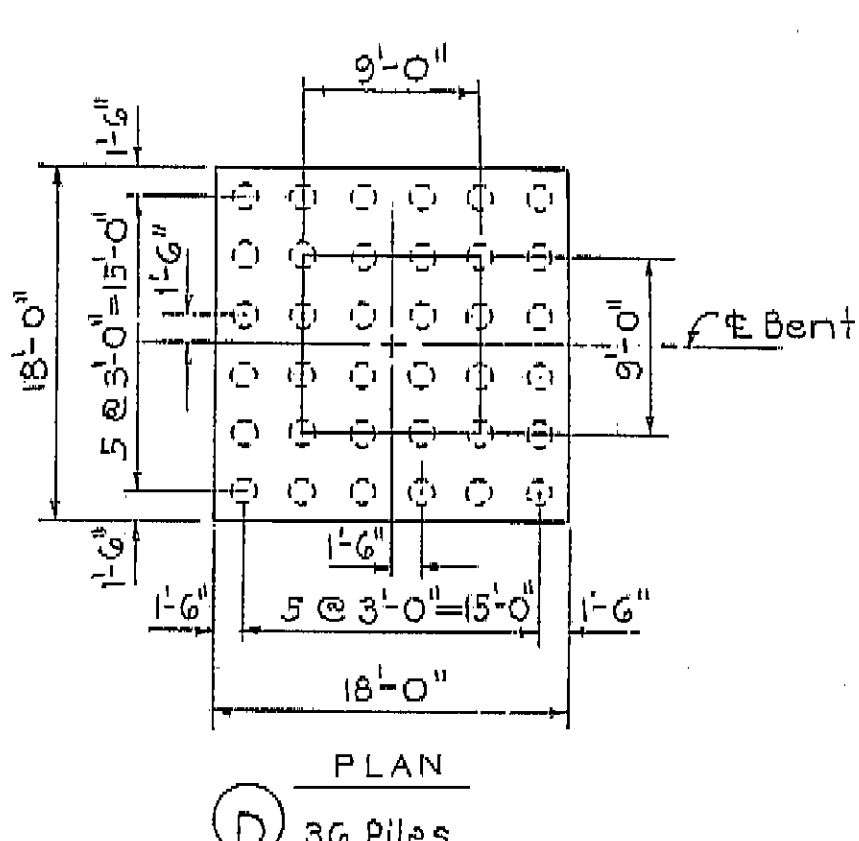
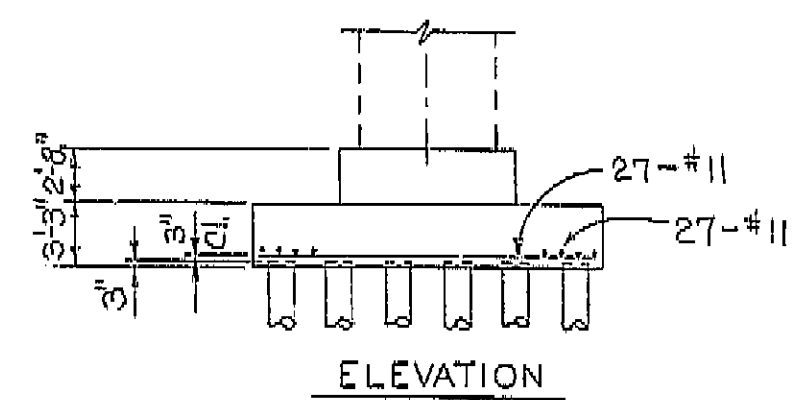
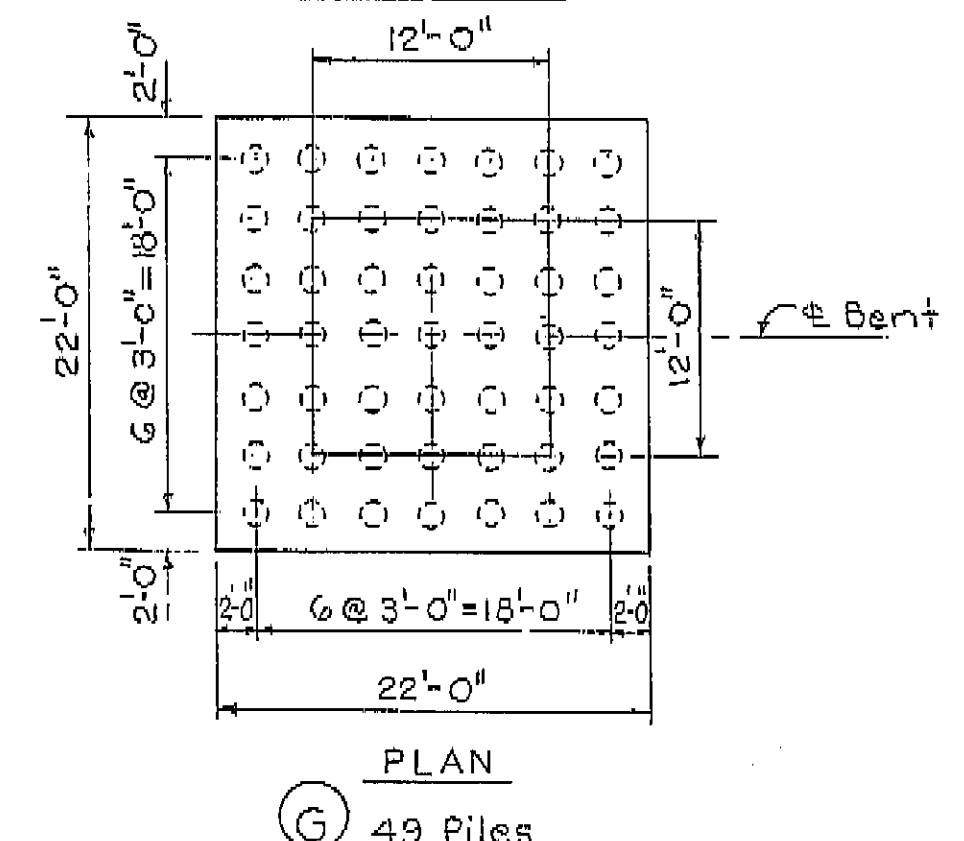
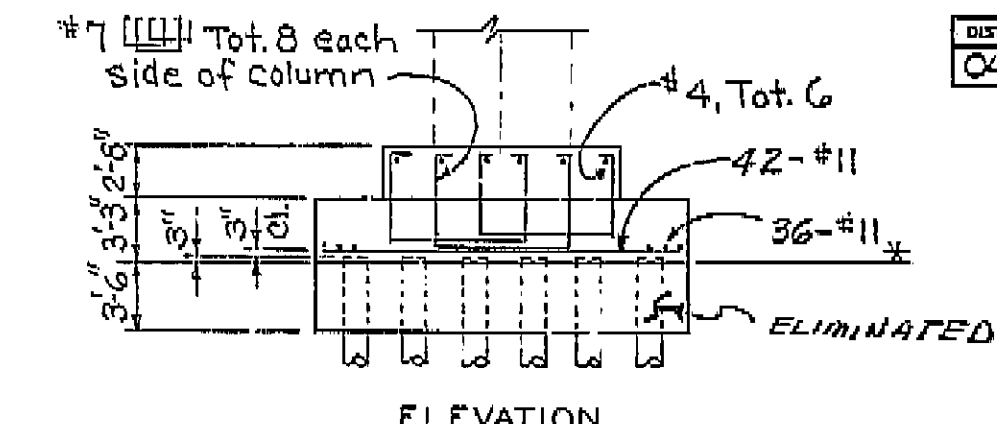
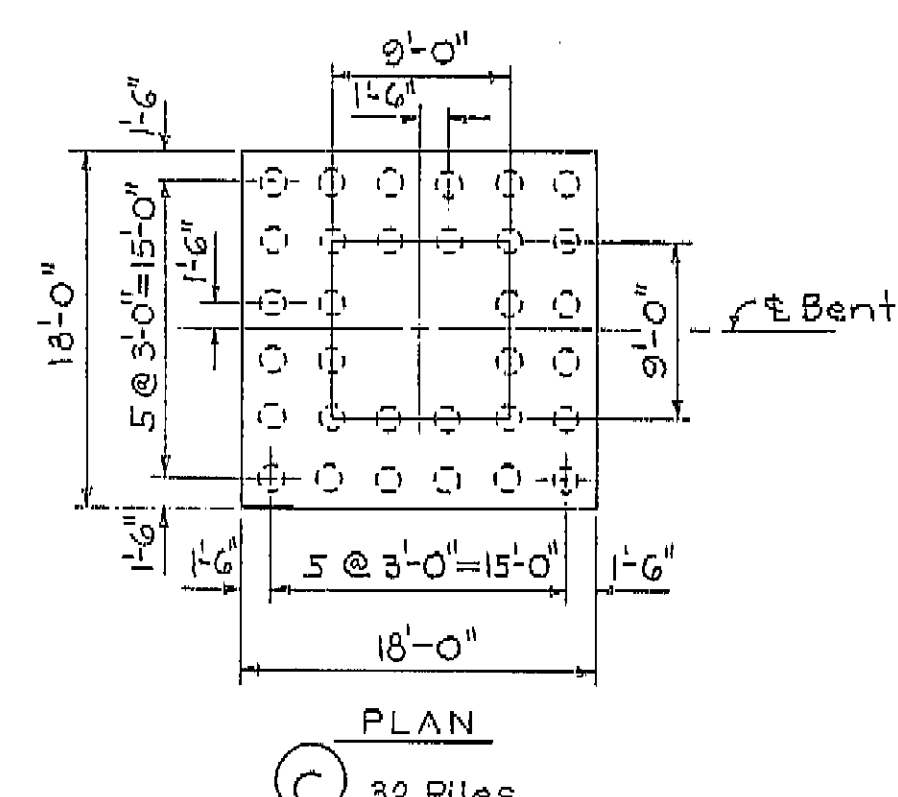
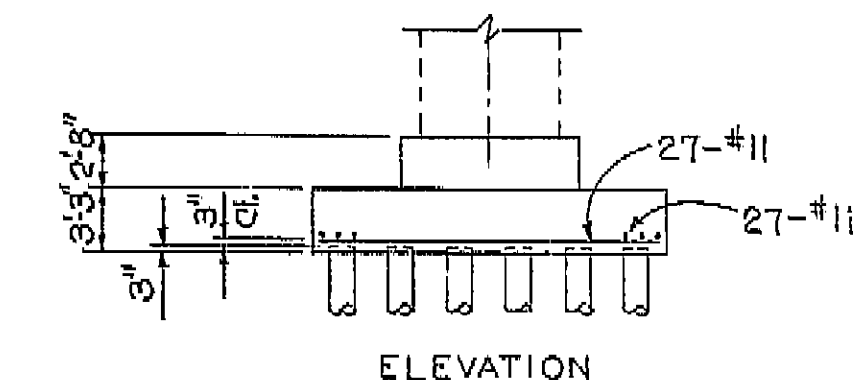
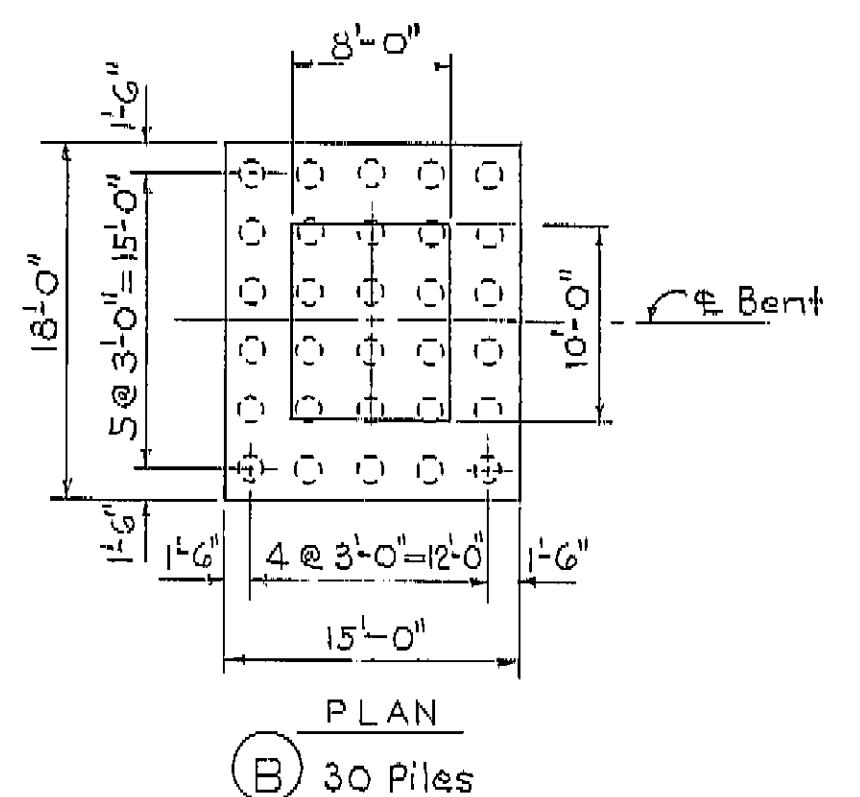
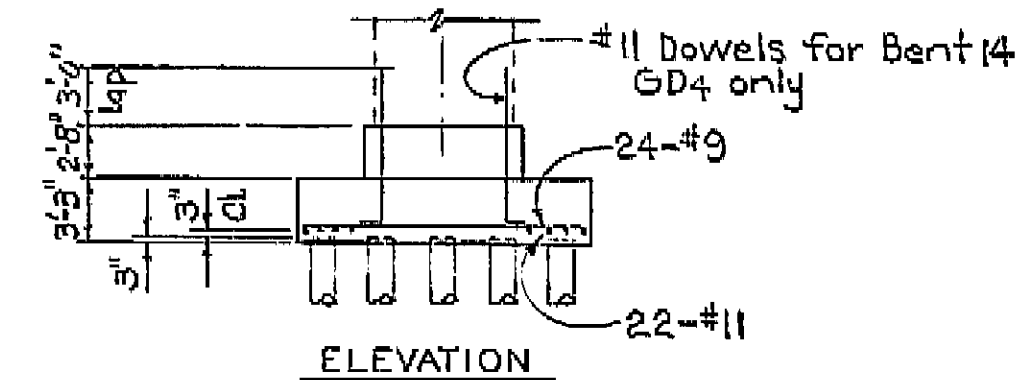
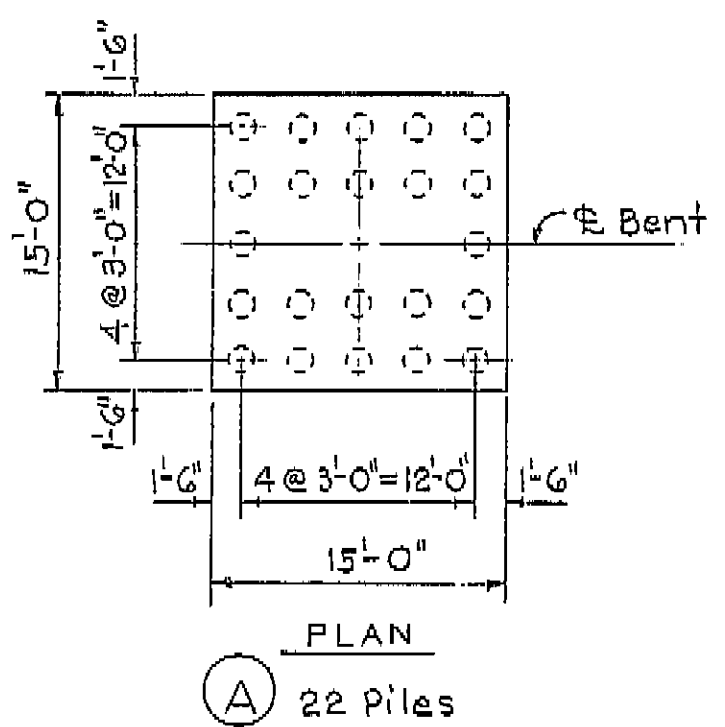
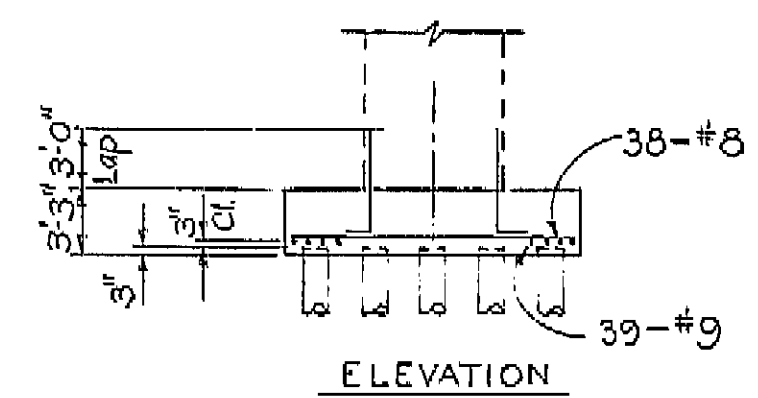


**NO CHANGES
AS BUILT**
 CORRECTIONS BY E. PAGE
 CONTRACT NO. 04-208434
 7-71

AS BUILT PLANS
 Contract No. 04-208434
 Date Completed _____
 Document No. 40003889

BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Project Engineer: <u>P. Nichols</u> DESIGN: <u>E. H. Klein, Jr.</u> DETAILS: <u>Don Schroeder/9-69</u> QUANTITIES: <u>E. H. Klein, Jr.</u>		GUADALUPE RIVER BRIDGE & SEPARATION BENT 23 "D" LEFT BRIDGE NO. <u>37-275 R/L</u> POST MILE <u>L 2.7</u> DRAWING NO. <u>15</u> OF <u>15</u>	
WO CU		SUPPLEMENTAL SHEET	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE 4-11-71 SIGNATURE James E. [Signature] TITLE SA. ROR



AS BUILT PLANS
 Contract No. 04-208434
 Date Completed
 Document No. 40003889

LINE	TYPE OF FOOTING								
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	
"GD2"		15	2	3 thru 8 10 thru 14	9	16 thru 18			BENTS
"GD4"		14 & 15	2	3 thru 5, 11 & 17	6 thru 10 13 & 16		SEAL COURSE (2) ELIMINATED		
"GR4"	3 thru 6						SEAL COURSE (2) ELIMINATED		

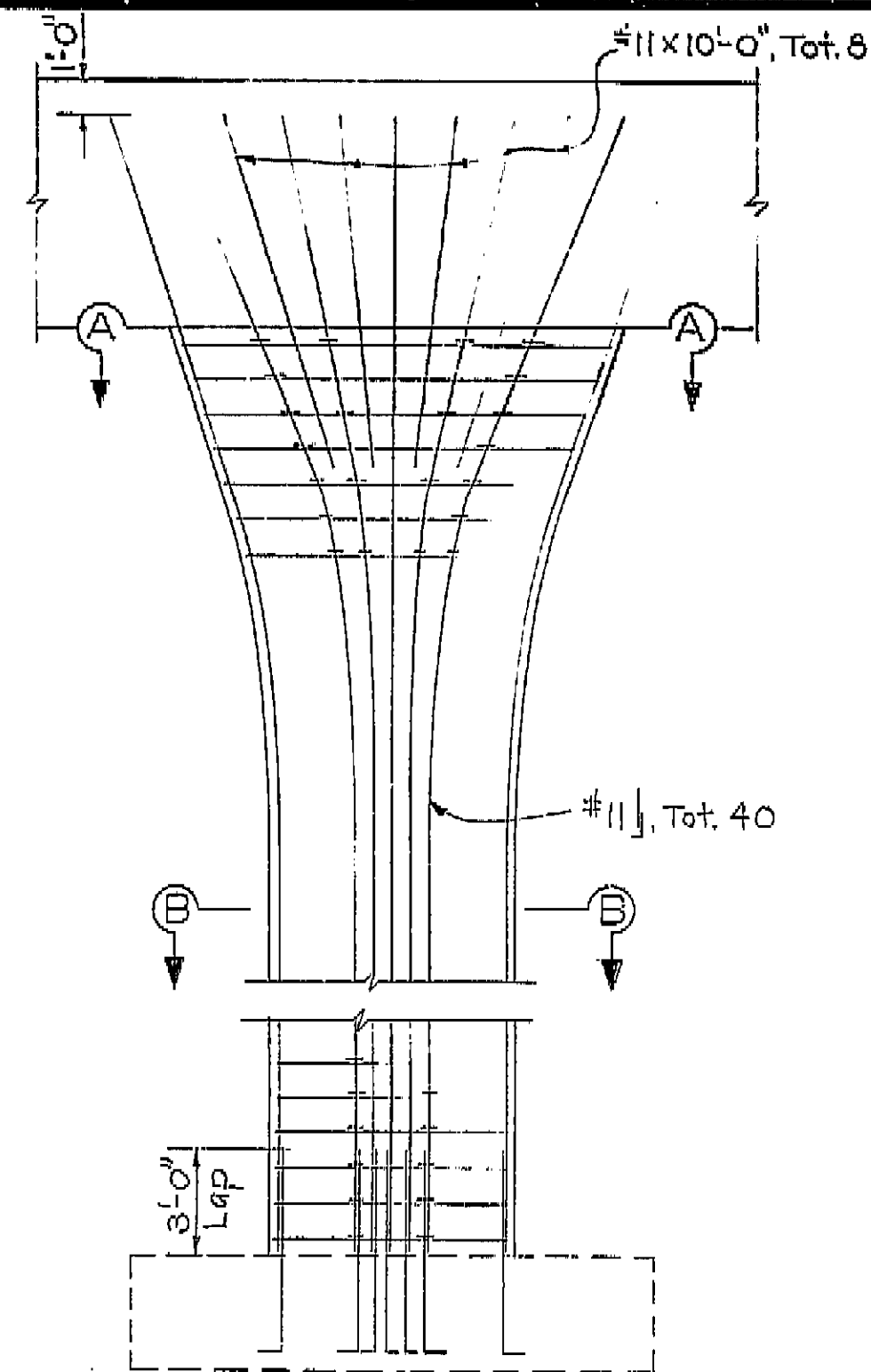
Note:
 Lap No. 11 bars in column as shown.
 No lap splices permitted in No. 18 bars.
 Butt weld optional.
 For layout details, see "Foundation Plan" sheets.
 * Indicates Eler. shown on Foundation Plans

Note:
 Footings at Bents 2 & 4
 & 12 GD4 require 7/8 Sack
 Concrete.

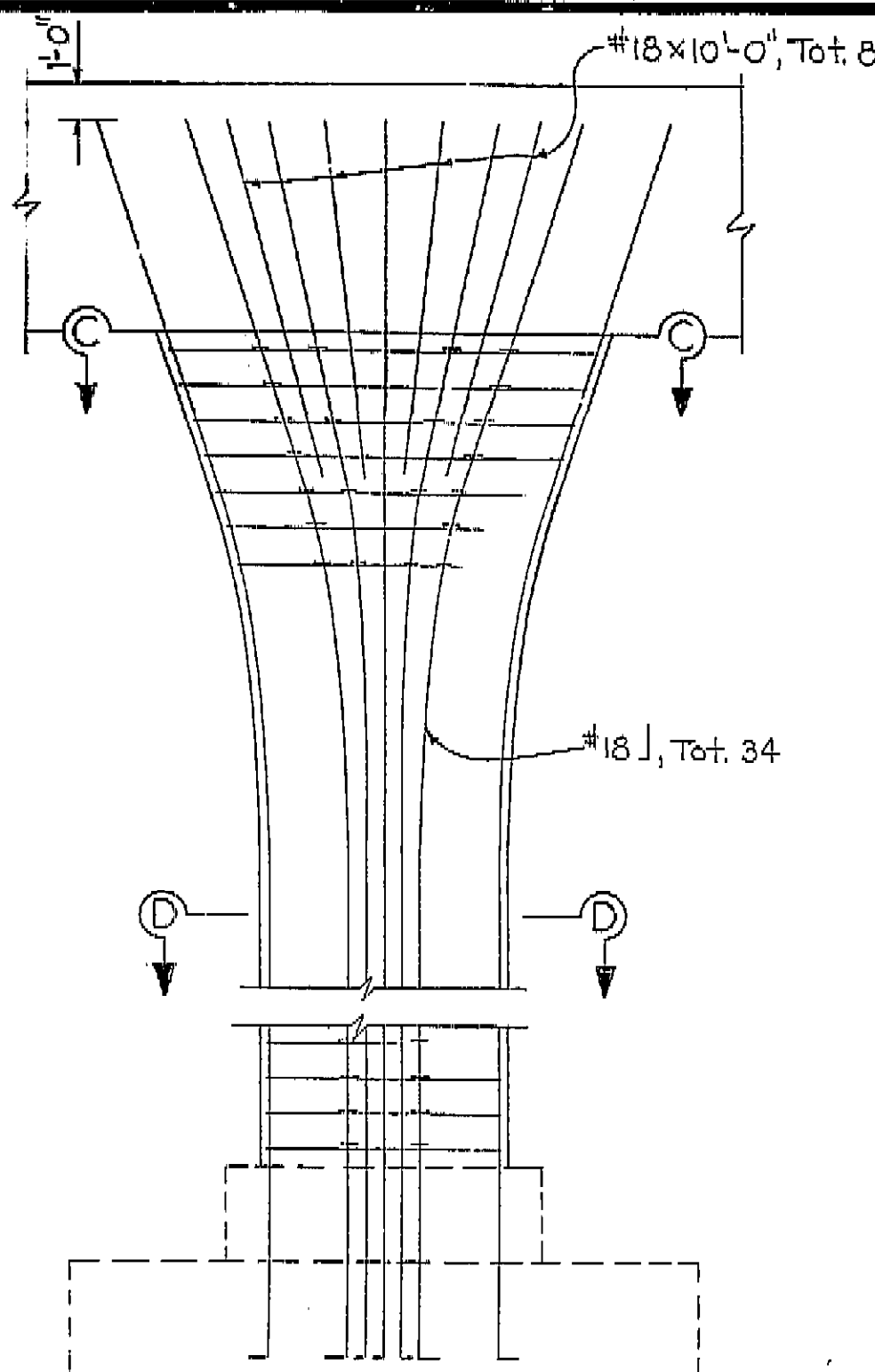
AS BUILT
 CORRECTIONS BY E. PAGE 5-1
 CONTRACT NO. 04-208434

BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor: <u>A. E. Bachin</u> DESIGNER: <u>[Signature]</u> CHECKED: <u>[Signature]</u> QUANTITIES: <u>[Signature]</u>		THREE CONNECTOR VIADUCT BENT FOOTINGS BRIDGE NO. <u>37-270</u> POST MILE <u>L2.7</u> DRAWING NO. <u>37270-58</u> SHEET <u>30</u> OF <u>71</u>	

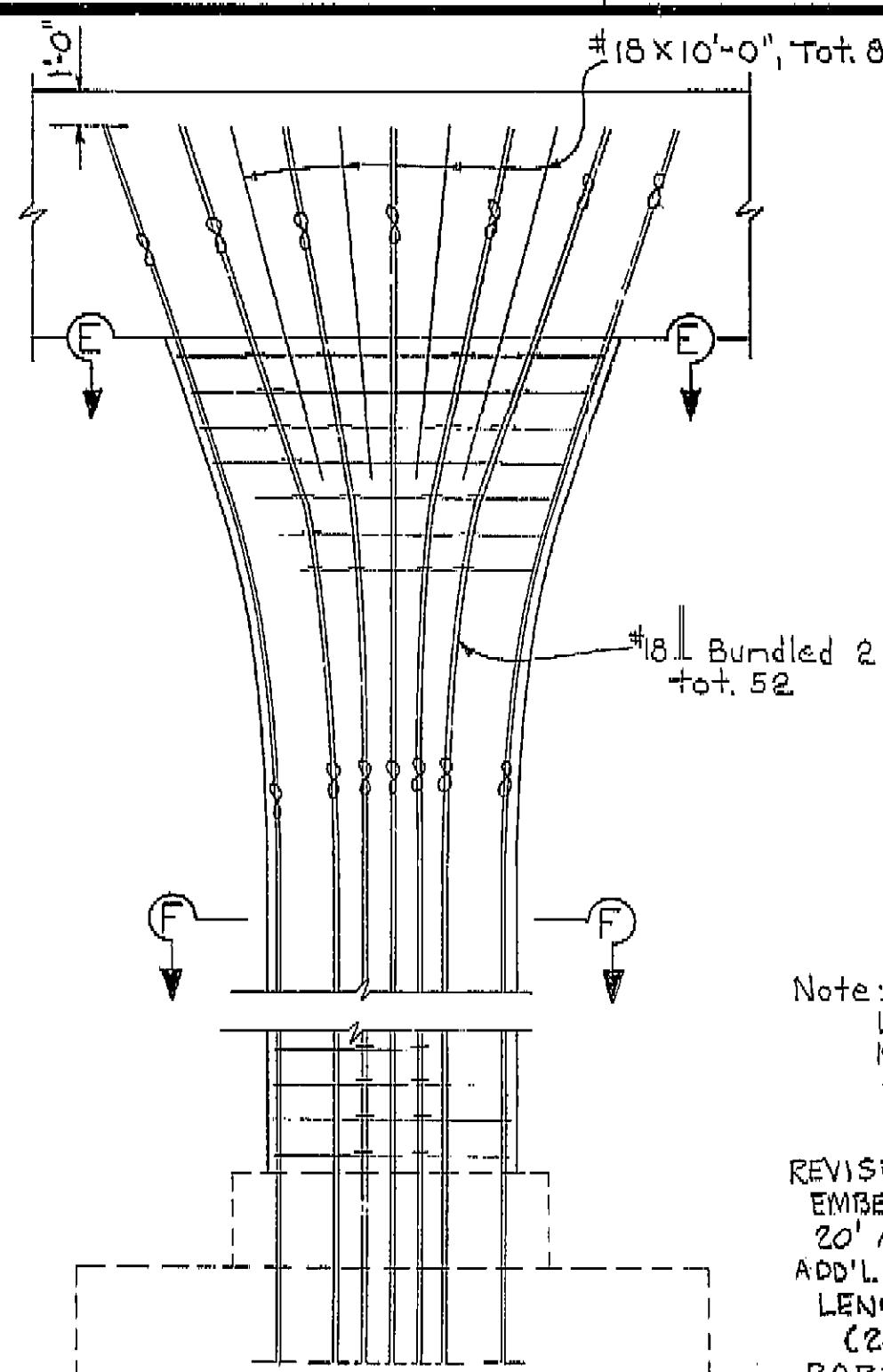
I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE 4-11-77 SIGNATURE [Signature] TITLE SA. RAK



ELEVATION
Scale: $\frac{1}{4}$ "=1'-0"



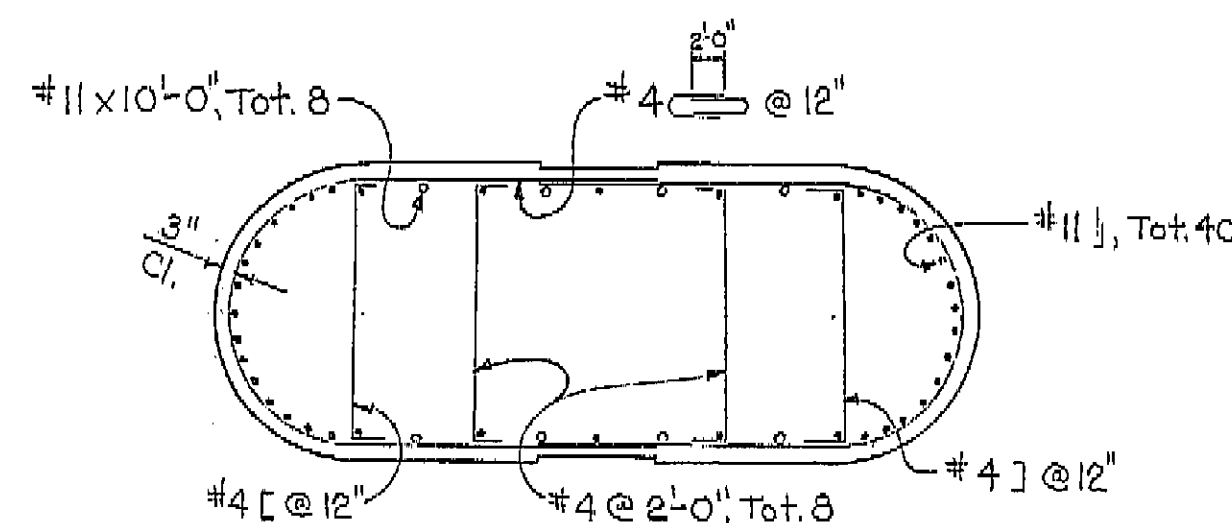
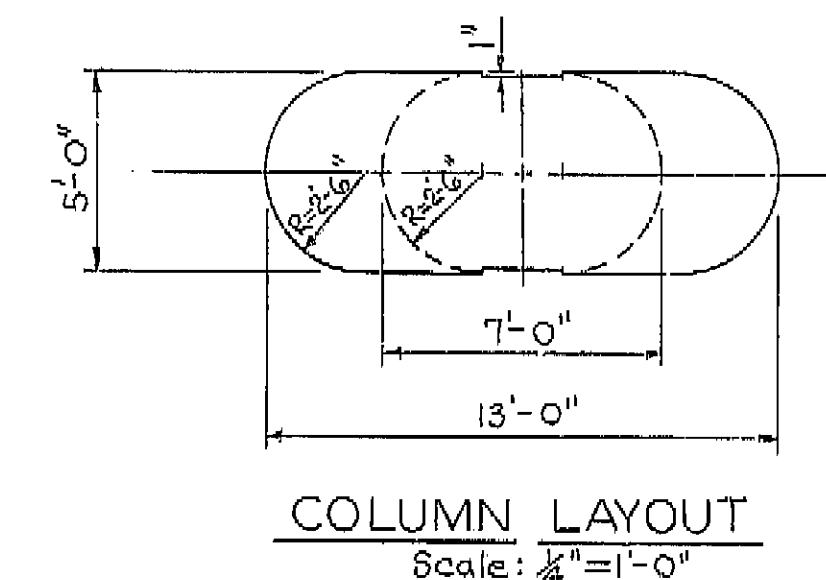
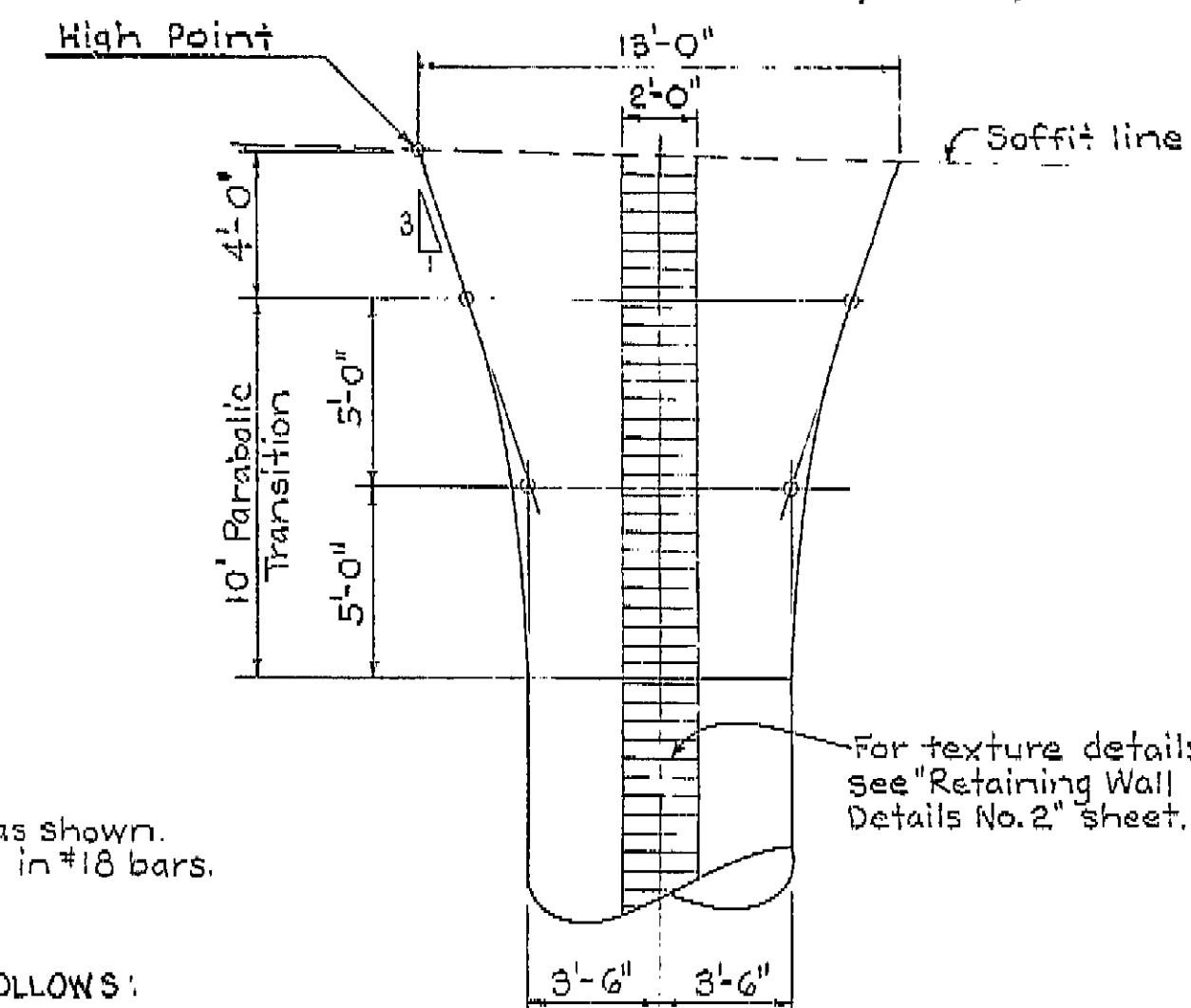
ELEVATION
Scale: $\frac{1}{4}$ "=1'-0"



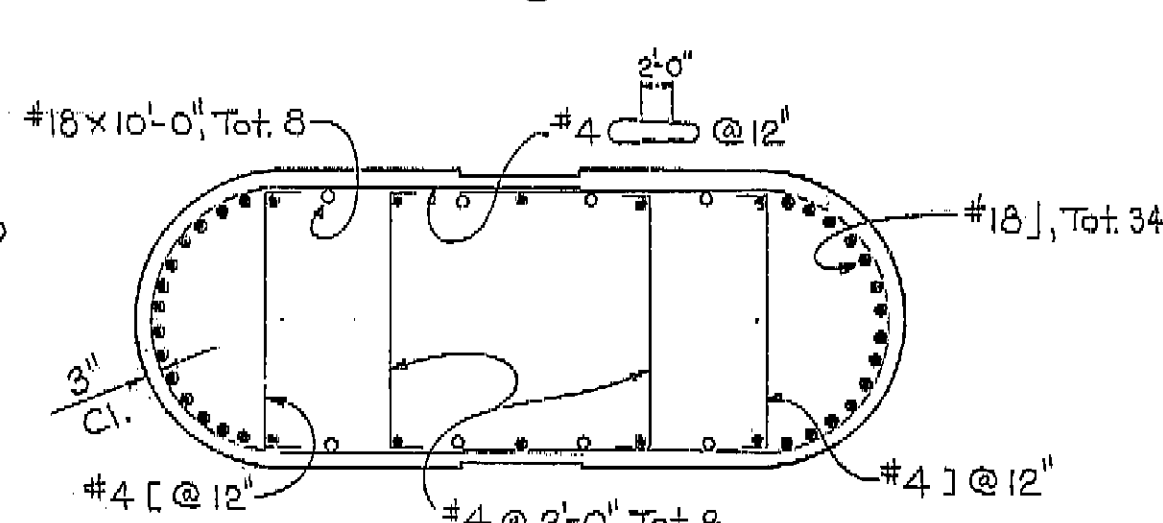
ELEVATION
Scale: $\frac{1}{4}$ "=1'-0"

Note:
Lap #11 bars in column as shown.
No lap splices permitted in #18 bars.
Butt weld optional.

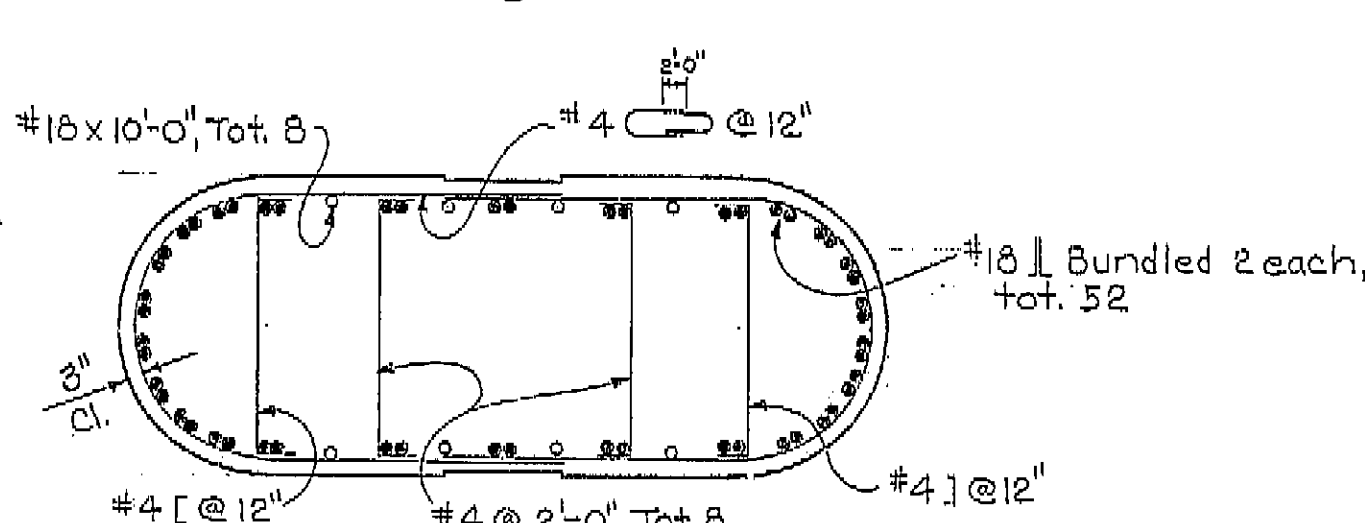
REVISION @ BENT 11-602 AS FOLLOWS:
EMBEDDED #18 COLUMN BARS CUTOFF
20' ABOVE FOOTING BLOCK.
ADD'L. #18 BARS ADDED FULL
LENGTH TO THE TOP OF FOOTING.
(20' SPLICE)
BARS DEFORMED AT DIFFERENT
ELEVATION TO STAGGER SPLICE.
SEVEN SACK CONCRETE USED.



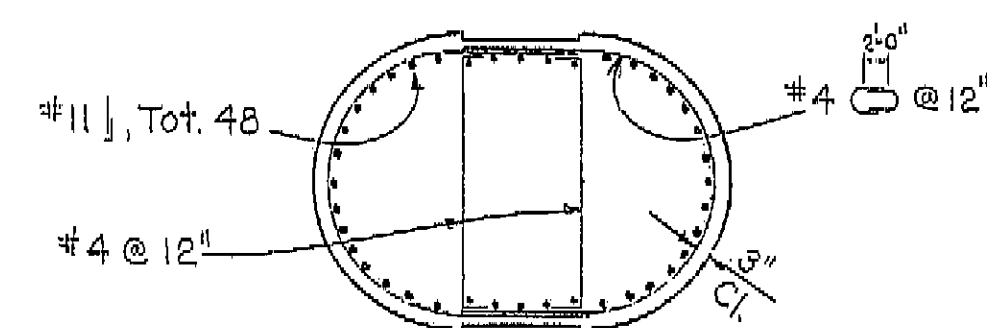
SECTION A-A
Scale: $\frac{3}{8}$ "=1'-0"



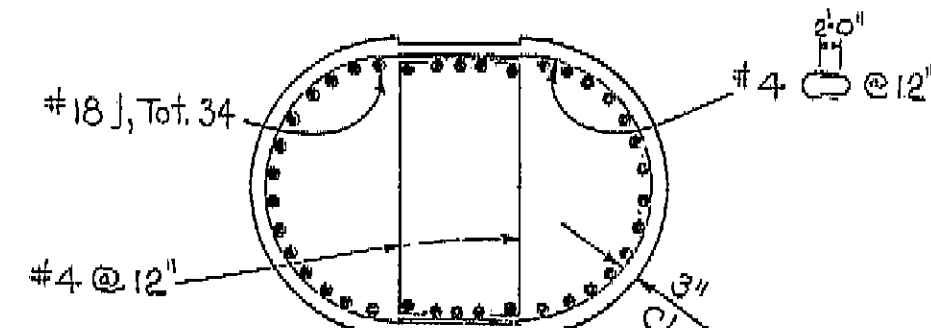
SECTION C-C
Scale: $\frac{3}{8}$ "=1'-0"



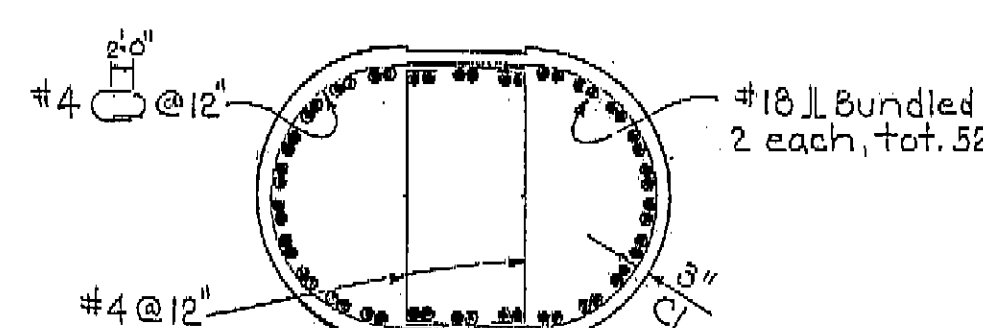
SECTION E-E
Scale: $\frac{3}{8}$ "=1'-0"



SECTION B-B
Scale: $\frac{3}{8}$ "=1'-0"



SECTION D-D
Scale: $\frac{3}{8}$ "=1'-0"



SECTION F-F
Scale: $\frac{3}{8}$ "=1'-0"

LINE	TYPE OF COLUMN		
	A	B	C
"GD2"		15	2 thru 14 5, 16 thru 18
"GD4"		14 thru 17	2 thru 13
"GR4"	2 thru 6		

AS BUILT
CORRECTIONS BY E. PAGE 5-71
CONTRACT NO. 04-208434

Note: Cols. at Bents 2 & 4
#12 G.D. require 1 1/2
sack concrete.

BRIDGE DEPARTMENT	
DESIGN SECTION 9	
Section Supervisor	A. E. Pachua
DESIGN	By <u>J. Pachua</u> 3/68
CHECKED	<u>J. Pachua</u> 3/68
DETAILS	By <u>J. Pachua</u> 1-68
CHECKED	<u>J. Pachua</u> 3/68
QUANTITIES	By <u>J. Pachua</u> 3/68
CHECKED	<u>J. Pachua</u> 3/68

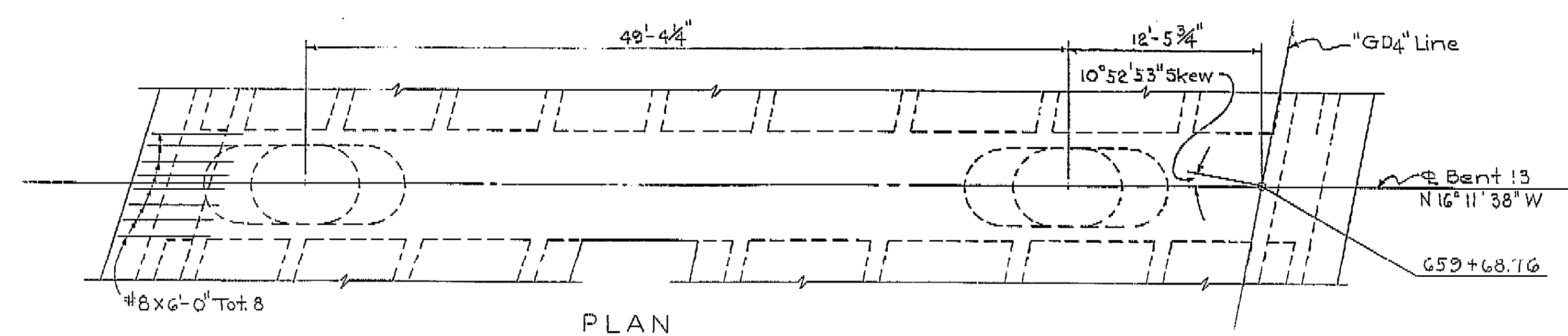
STATE OF CALIFORNIA	
TRANSPORTATION AGENCY	
DEPARTMENT OF PUBLIC WORKS	
DIVISION OF HIGHWAYS	
THREE CONNECTOR VIADUCT	
COLUMN DETAILS	
BRIDGE NO. 37-270	POST MILE L2.7
DRAWING NO. 37-270-59	SHEET 29 OF 71
REVISION DATES	PRELIMINARY STAGE ONLY

AS BUILT PLANS
Contract No. 04-208434
Date Completed 4/10/68
Document No. 40103889

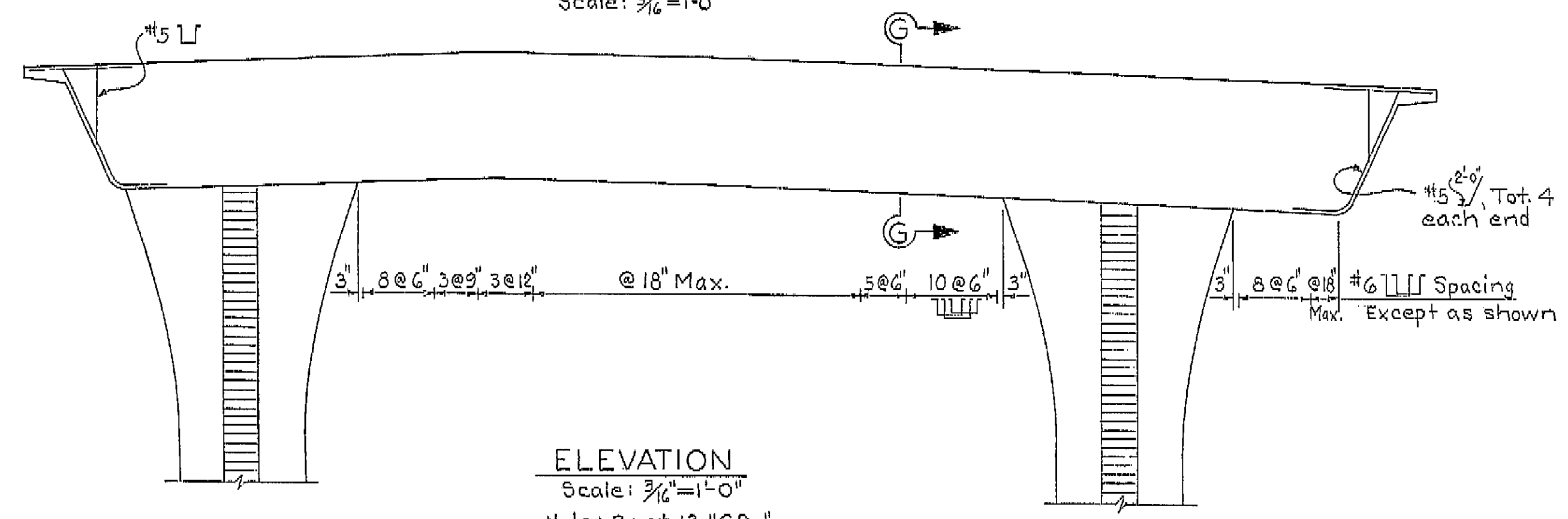
I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN
UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO
AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
DATE 4-12-72 SIGNATURE Johnnie L. Smith TITLE Asst. Dir.

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	280, 87	12.1/14.1, 5.0/6.0	314	455

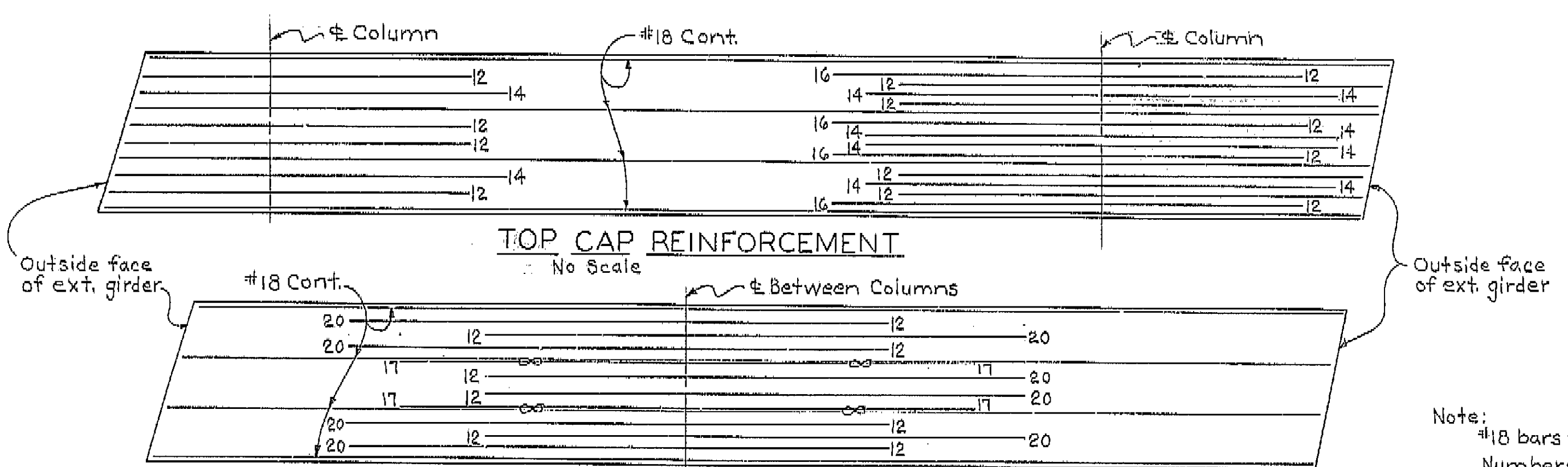
BRIDGE ENGINEER
 DATE APPROVED: April 22, 1969



PLAN
 Scale: 3/16" = 1'-0"

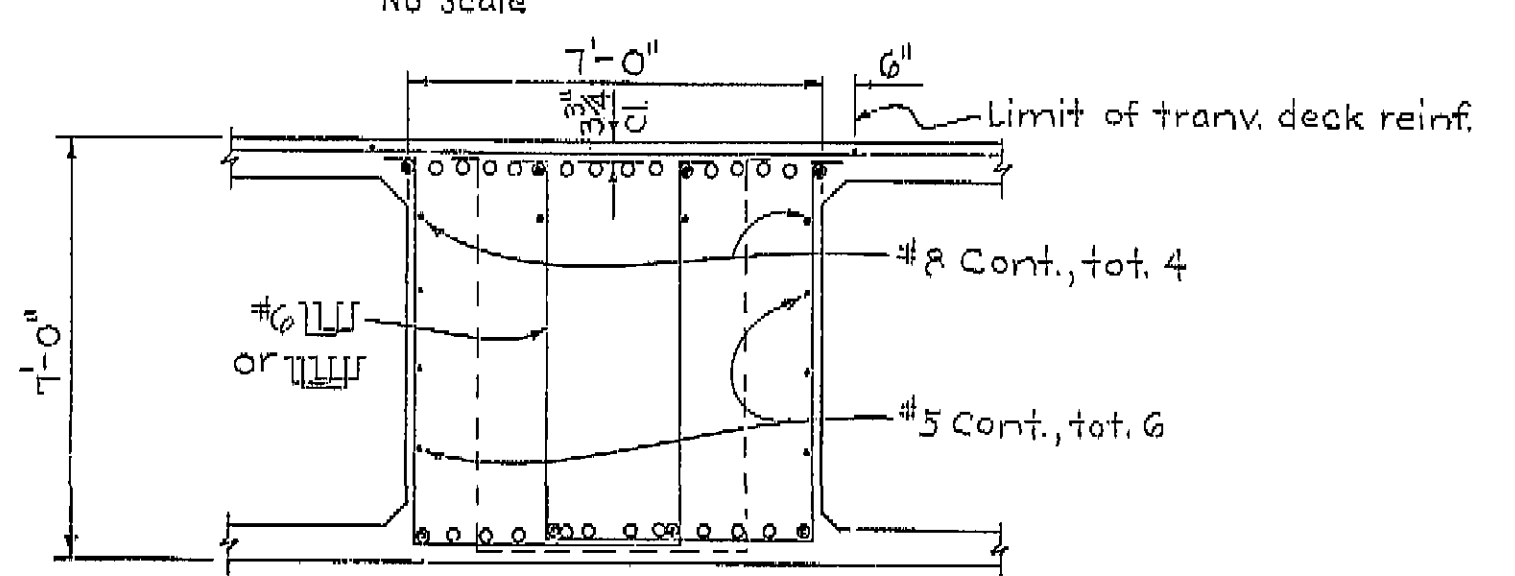


ELEVATION
 Scale: 3/16" = 1'-0"
 Note: Bent 13 "GD4"



TOP CAP REINFORCEMENT
 No Scale

BOTTOM CAP REINFORCEMENT
 No Scale

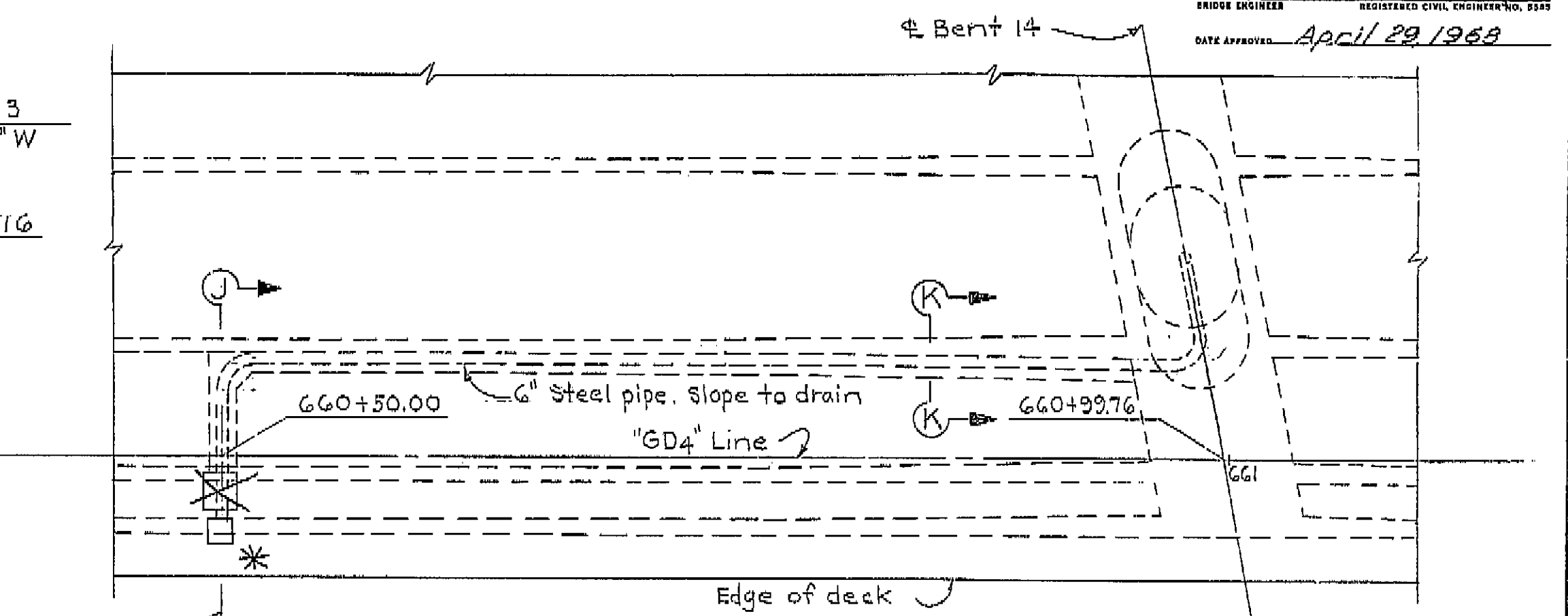


SECTION G-G
 Scale: 3/8" = 1'-0"

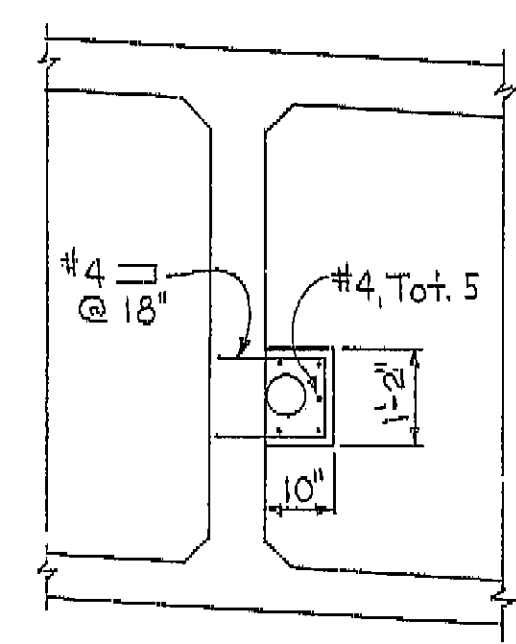
Note:
 #18 bars for top & bottom cap reinforcement.
 Numbers at ends of bars indicate length in feet from & column for top reinforcement & & between columns for bottom reinforcement.
 --- Denotes bundled bars.

* CHANGE DECK DRAINS FROM TYPE D-1 TO TYPE D-2

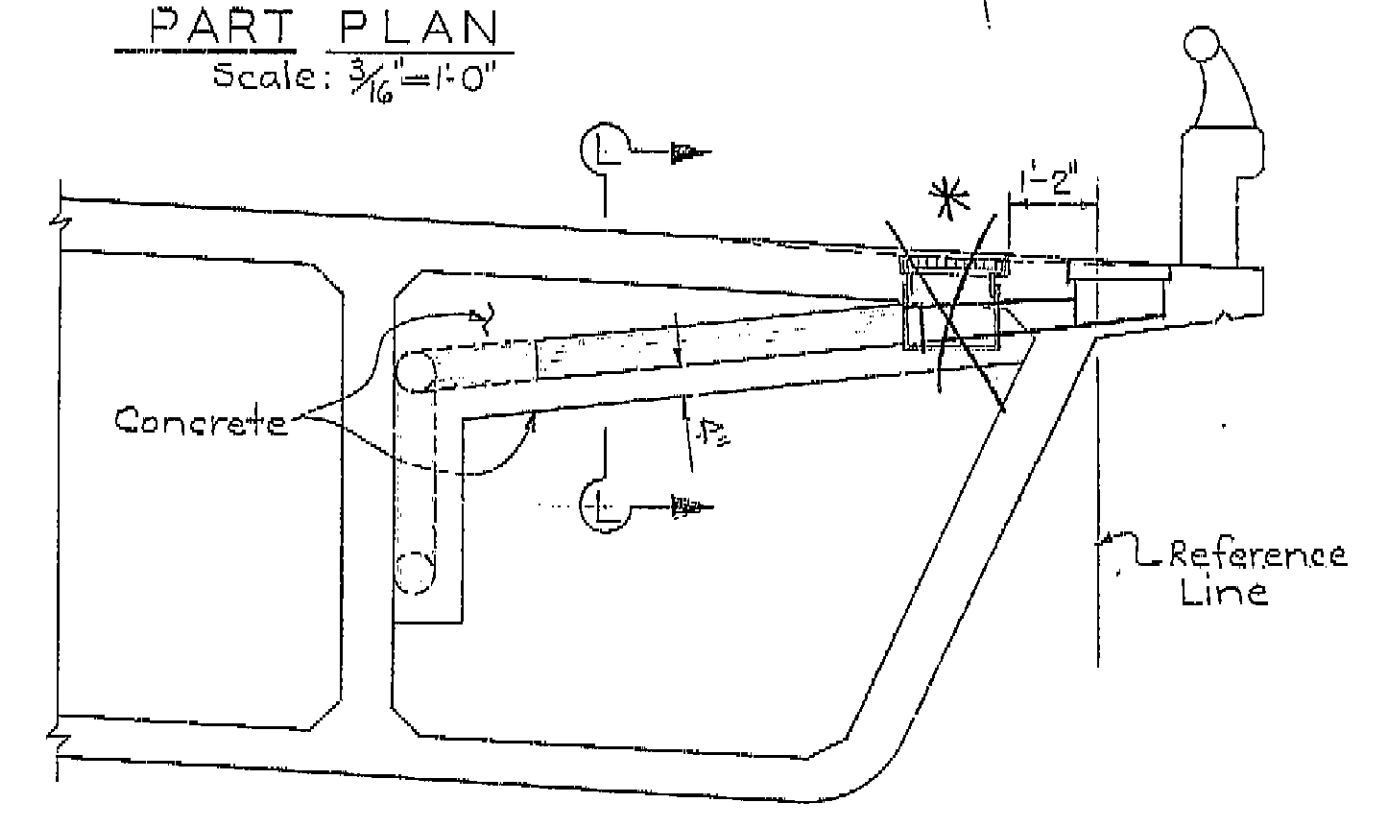
AS BUILT PLANS
 Contract No. 04-208434
 Date Completed
 Document No. 40003889



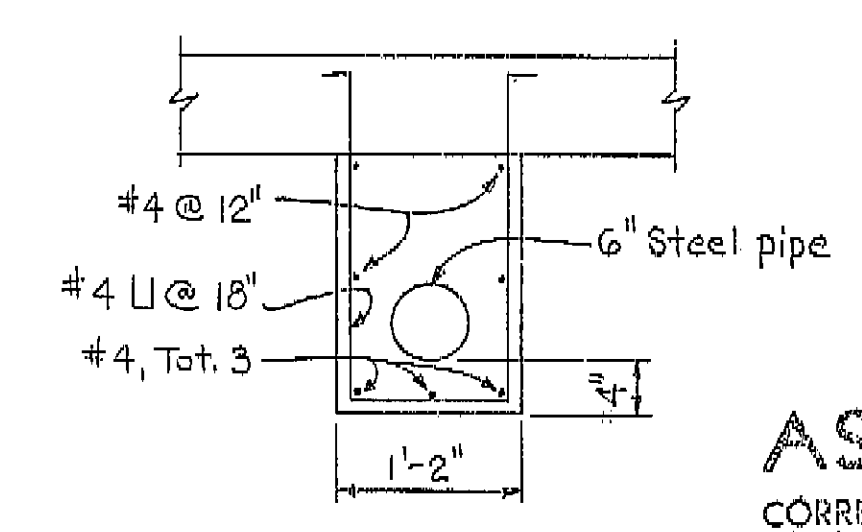
PART PLAN
 Scale: 3/16" = 1'-0"



SECTION K-K
 Scale: 1/2" = 1'-0"



SECTION J-J
 Scale: 1/2" = 1'-0"

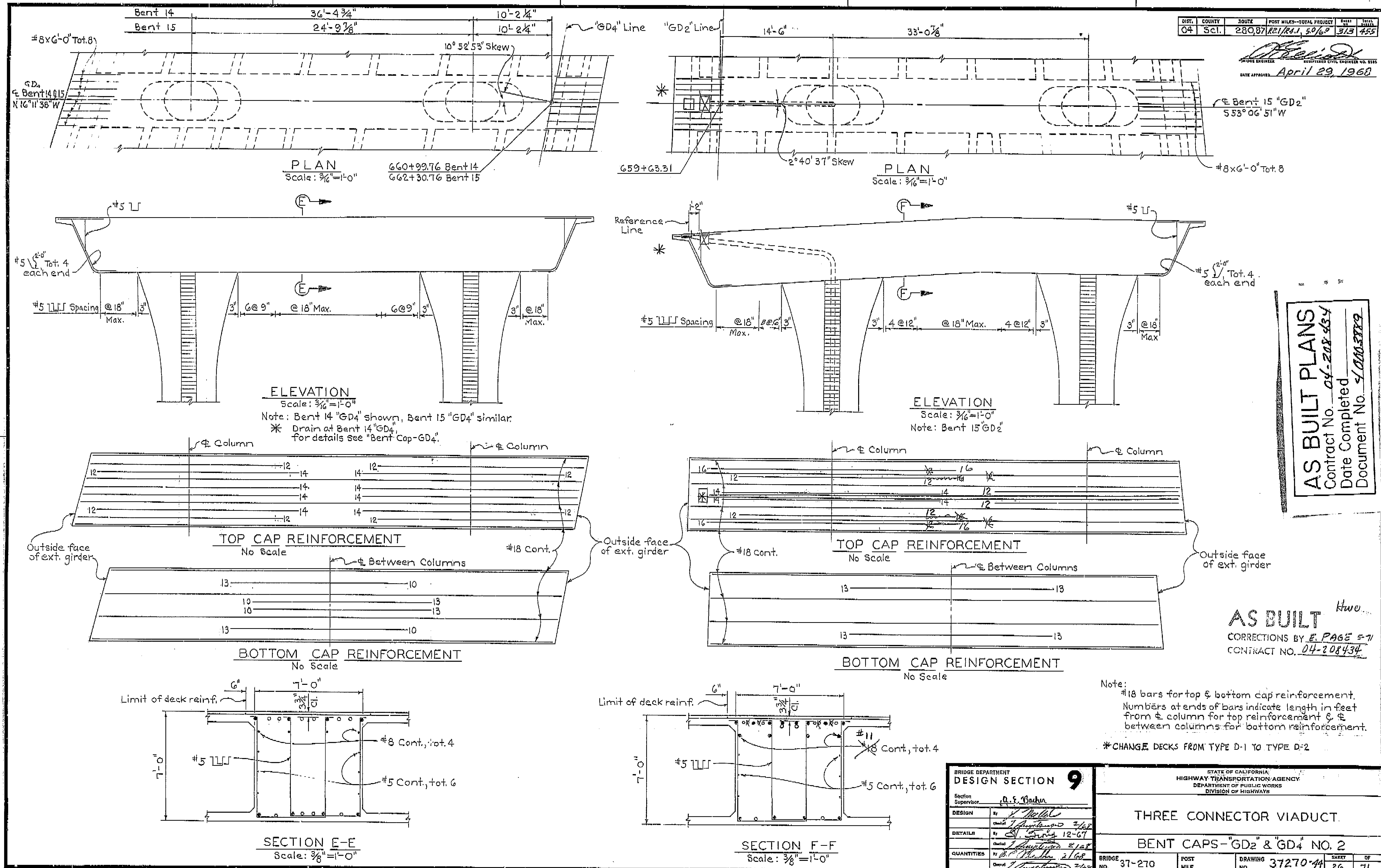


SECTION L-L
 Scale: 1" = 1'-0"

AS BUILT
 CORRECTIONS BY E PAGE 5-1
 CONTRACT NO. 04-208434

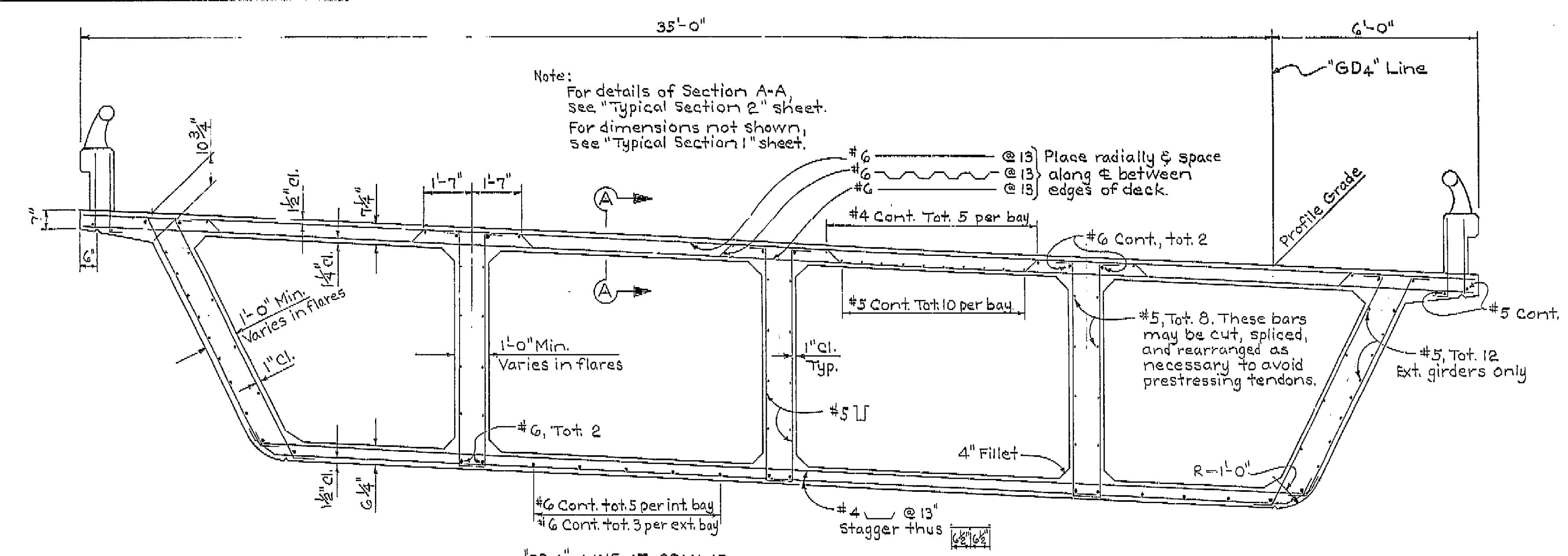
BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor: A. E. Babin		THREE CONNECTOR VIADUCT	
DESIGN	By: J. J. Miller Checked: J. J. Miller 2/68	BENT CAP - "GD4"	
DETAILS	By: C. J. Smith 12-67 Checked: J. J. Miller 2/68	BRIDGE NO. 37-270	DRAWING NO. 37270-46
QUANTITIES	By: J. E. Miller 2/68 Checked: J. J. Miller 2/68	POST MILE	SHEET 27 OF 71
DISREGARD PRIOR EDITIONS		REVISION DATES	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE 4-11-72 SIGNATURE [Signature] TITLE SR. RDR

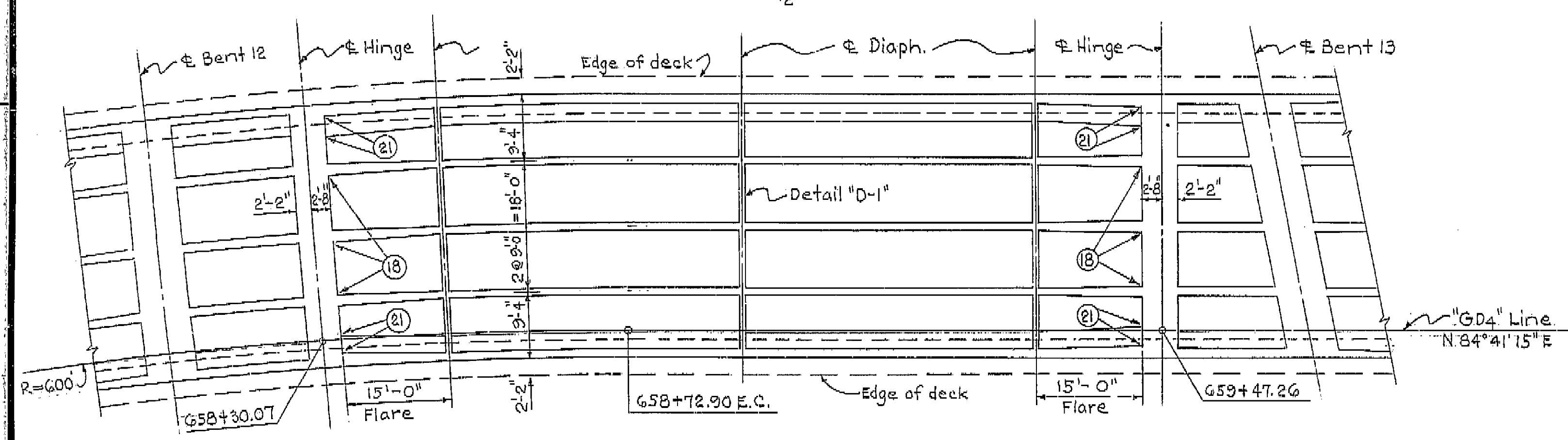


DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	POST MILE	SHEET NO.	TOTAL SHEETS
04	SCI.	280.87	R21/RA1, 5.0/6.0	320	755	

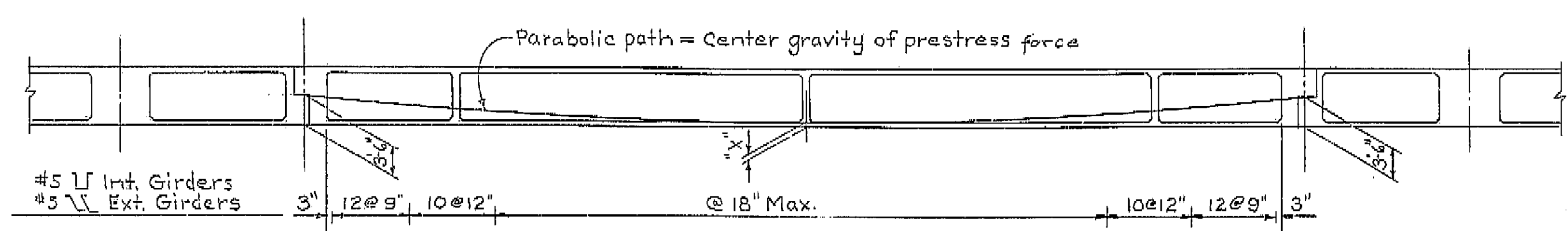
BRIDGE ENGINEER
 DATE APPROVED April 29, 1968



"GD4" LINE AT SPAN 12
 TYPICAL SECTION
 Scale: 1/2" = 1'-0"



GIRDER LAYOUT-SPAN 12
 Scale: 3/32" = 1'-0"



LONGITUDINAL SECTION-SPAN 12
 Scale: 3/32" = 1'-0"

AS BUILT PLANS
 Contract No. 04-208434
 Date Completed
 Document No. 40003789

PRESTRESSING NOTES

- GENERAL: 1. AT THE CONTRACTOR'S OPTION, THE PRESTRESSING FORCE MAY VARY TO $\pm 5\%$ FROM THE THEORETICAL FORCE PER GIRDER PROVIDED THAT THE TOTAL FORCE IS OBTAINED AND THE FORCE IS SYMMETRICALLY DISTRIBUTED ABOUT THE CENTERLINE OF THE TYPICAL SECTION.
2. BAR REINFORCEMENT INTERFERING WITH THE PRESTRESSING TENDON ALIGNMENT SHALL BE ADJUSTED AS DIRECTED BY THE ENGINEER.
- PRESTRESSING STEEL: 1. IF BARS WITH COUPLERS ARE USED AS PRESTRESSING UNITS, COUPLERS MUST BE STAGGERED A MINIMUM OF 3' IN ADJACENT BARS. UNITS ARE TO BE TENSIONED A FEW AT A TIME IN EACH STEM IN ORDER TO MINIMIZE STRESS DIFFERENTIALS.
- CLEARANCE: 1. UNITS MAY BE BUNDLED VERTICALLY IN GROUPS OF 3 MAX.
 2. VERTICAL CLEARANCE BETWEEN BUNDLED UNITS = 3" MIN.
 3. HORIZONTAL CLEARANCE BETWEEN UNITS = 2 1/2" MIN.
- WORKING FORCE: THE FORCE REMAINING AT MIDSPAN AFTER ALL LOSSES, INCLUDING THOSE DUE TO CREEP AND SHRINKAGE OF CONCRETE AND CREEP OF STEEL HAVE OCCURRED:
- | "A" | INTERIOR GIRDER | EXTERIOR GIRDER |
|-----|-----------------|-----------------|
| 4" | 1356K | 1180K |
| 5" | 1381K | 1250K |
| 6" | 1403K | 1260K |
- TENDONS TO BE JACKED TO 0.75 F'S MAX. AND THE STRESS JUST AFTER ANCHORAGE SHALL VARY FROM 0.70 F'S MAX TO 0.60 F'S MIN.
- CONCRETE: F'C = 3,500 PSI @ TIME OF STRESSING; F'C = 4,000 PSI @ 28 DAYS

No
 AS BUILT
 CORRECTIONS BY E. PAGE 5-71
 CONTRACT NO. 04-208434

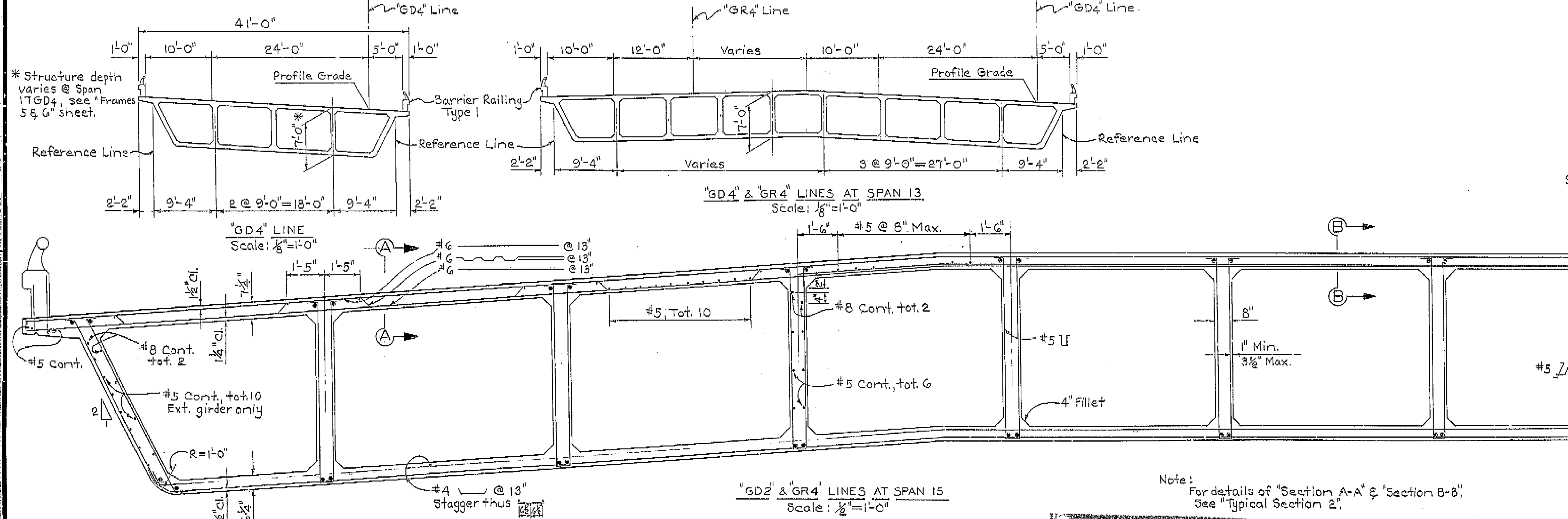
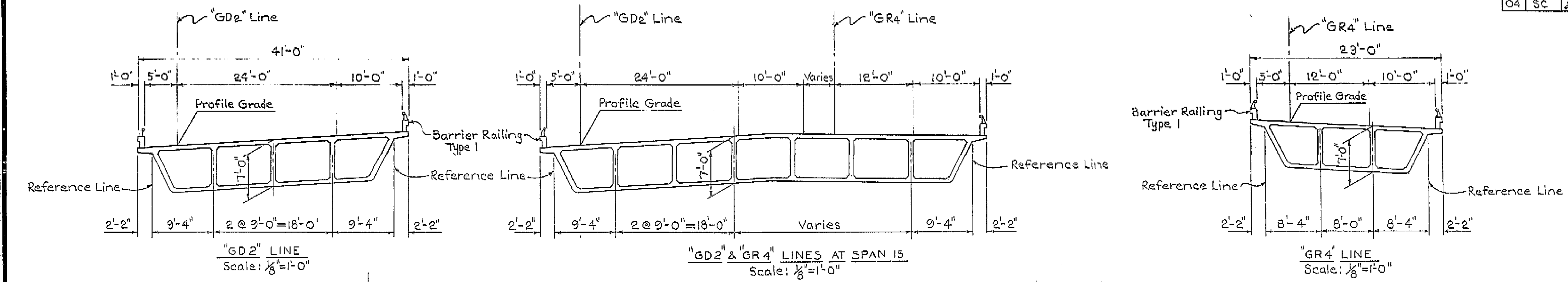
BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor A.E. Butler		THREE CONNECTOR VIADUCT	
DESIGN By P. J. 11-66		TYPICAL SECTION-PRESTRESSED GIRDERS	
DETAILS By S. L. 3-68		BRIDGE NO. 37-270 POST MILE L2.7 DRAWING NO. 37-270-66	
QUANTITIES By S. L. 3-68		SHEET 33 OF 71	
Disregard prints bearing earlier revision dates		REVISION DATES (PRELIMINARY STAGE OF)	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.

DATE 4-12-72 SIGNATURE [Signature] TITLE [Title]

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET	TOTAL
04	SC	280, 87	22.1/24.1, 29.6/31.8	31	455

CIVIL ENGINEER
 REGISTERED CIVIL ENGINEER NO. 518
 DATE APPROVED: April 29, 1968



See Barrier Railing Type I for size and spacing of rail dowels.

Note:
For details of "Section A-A" & "Section B-B",
See "Typical Section 2".

AS BUILT PLANS
 Contract No. 04-208 434
 Date Completed
 Document No. 40003889

No
AS BUILT HWO-7-71
 CORRECTIONS BY E. PAGE 5-71
 CONTRACT NO. 04-208 434

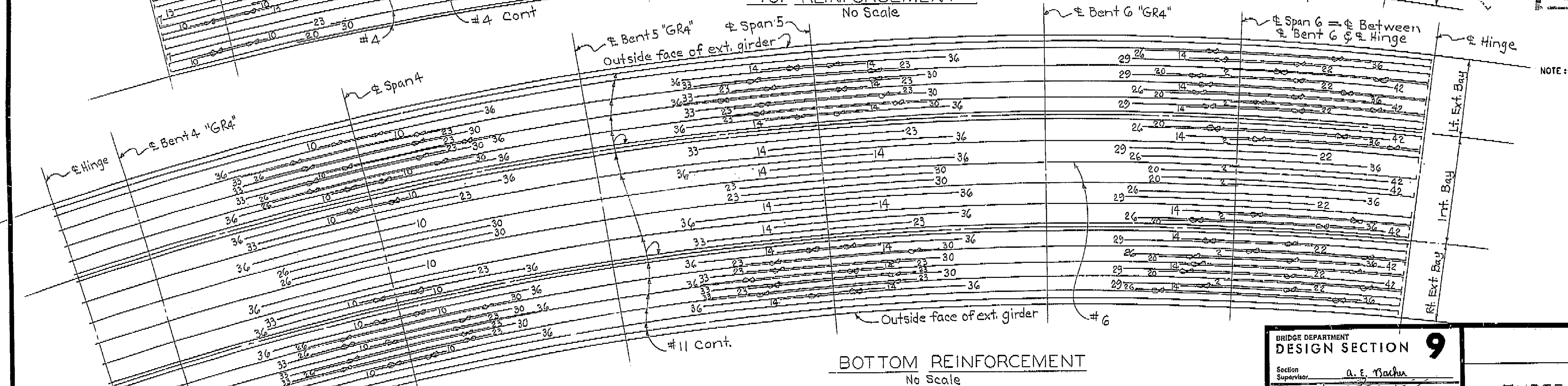
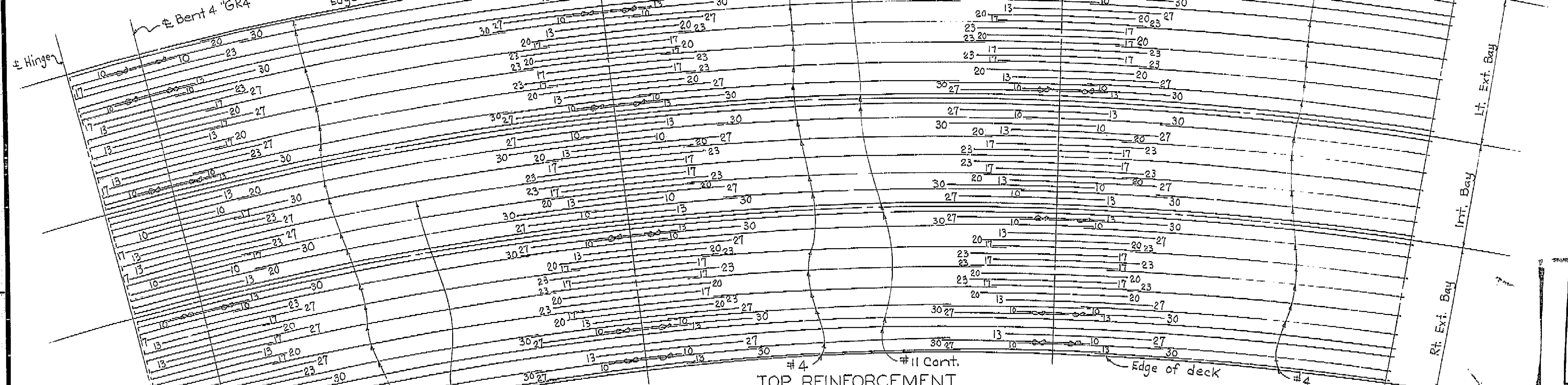
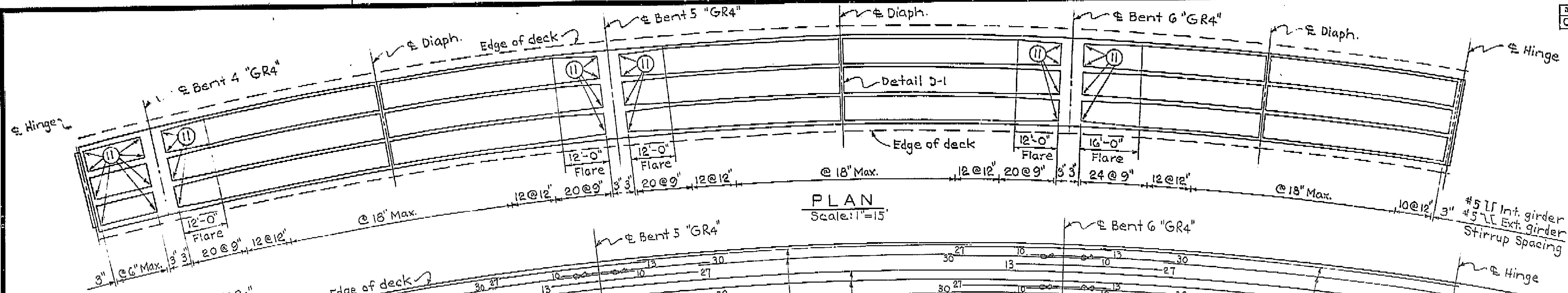
BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor: <u>A. E. Dwyer</u>		THREE CONNECTOR VIADUCT	
DESIGN BY: <u>J. M. Dwyer</u> Checked: <u>J. M. Dwyer</u> 2-68		TYPICAL SECTION I	
DETAILS BY: <u>S. J. Dwyer</u> 9-67 Checked: <u>J. M. Dwyer</u> 9-67		BRIDGE NO. <u>87-270</u> POST MILE <u>12.7</u>	
QUANTITIES BY: <u>J. M. Dwyer</u> 2/68 Checked: <u>J. M. Dwyer</u> 2/68		DRAWING NO. <u>87 270 - 32</u> SHEET <u>31</u> OF <u>71</u>	
REVISION DATE: <u>7/68</u>		PRELIMINARY STAGE ONLY	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN
 UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO
 AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE 4-11-72 SIGNATURE [Signature] TITLE SA. R.M.

318

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	280.87	RA1/RA1, 59/60	347	492

BRIDGE ENGINEER
[Signature]
 REGISTERED CIVIL ENGINEER NO. 5052
 DATE APPROVED: April 29, 1968



AS BUILT PLANS
 Contract No. 04-208434
 Date Completed
 Document No. 40003889

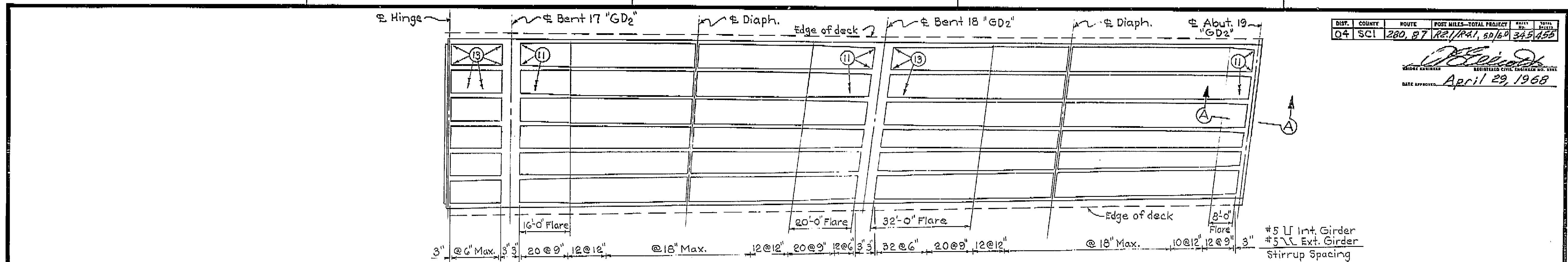
NOTE: ALL BARS NO. 11 EXCEPT AS NOTED.
 NUMBERS AT ENDS OF BARS INDICATE LENGTH IN FEET FROM E SPAN FOR BOTTOM REINFORCEMENT AND E BENT FOR TOP REINFORCEMENT.
 ⊞ DENOTES BUNDLED BARS.

No
AS BUILT
 CORRECTIONS BY E. PAGE 5-71
 CONTRACT NO. 04-208434

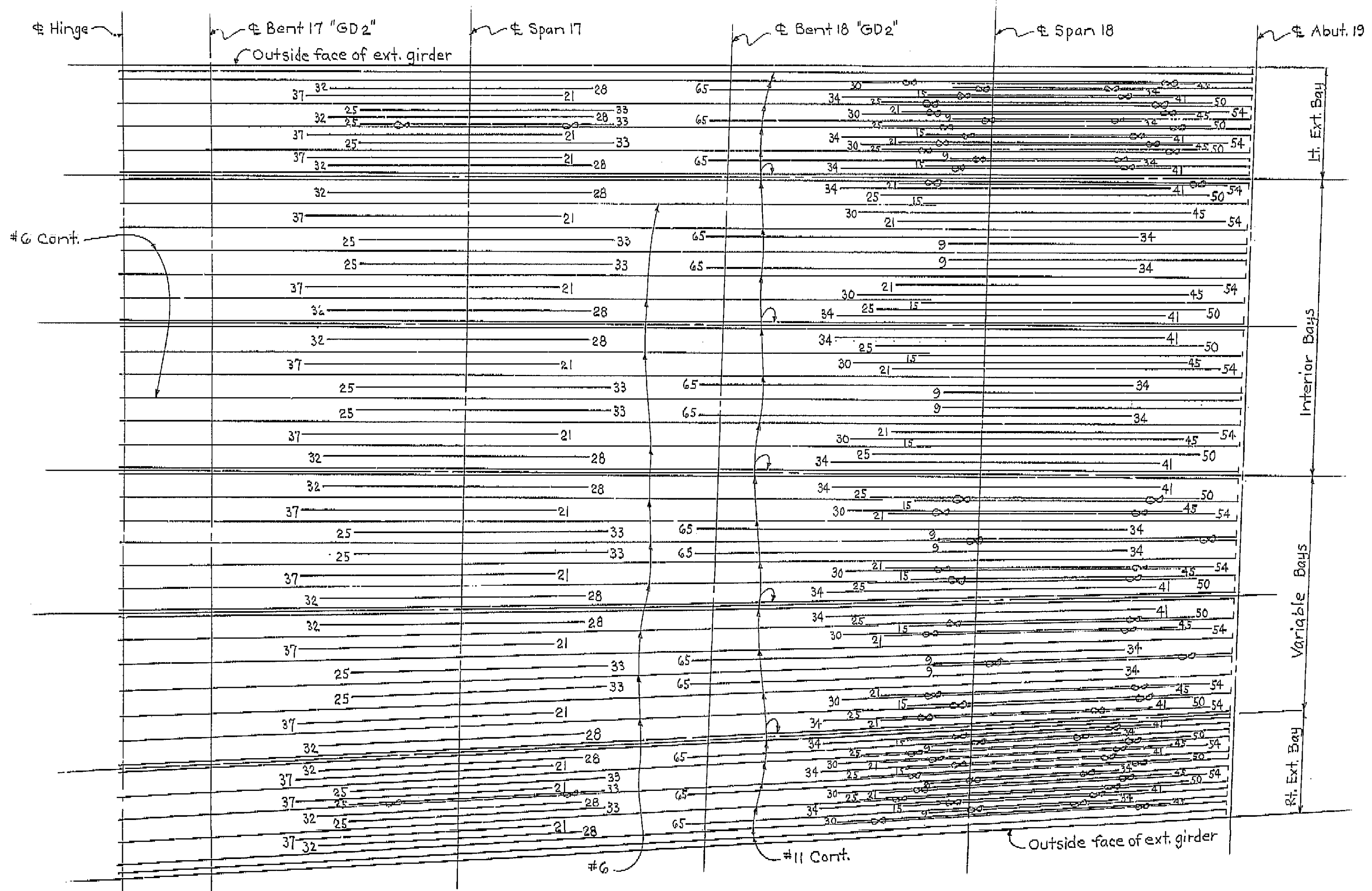
BRIDGE DEPARTMENT DESIGN SECTION 9	
Section Supervisor	A. E. Mackay
DESIGN	By <i>[Signature]</i> Checked <i>[Signature]</i> 3/67
DETAILS	By <i>[Signature]</i> 11-67 Checked <i>[Signature]</i> 7/67
QUANTITIES	By <i>[Signature]</i> 1/68 Checked <i>[Signature]</i> 7/67

STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS			
THREE CONNECTOR VIADUCT			
GIRDER REINFORCEMENT-FRAME 15			
BRIDGE NO. 37-270	POST MILE L&T	DRAWING NO. 87870-33	SHEET 60 OF 71
REVISION DATES		(PRELIMINARY STAGE ONLY)	

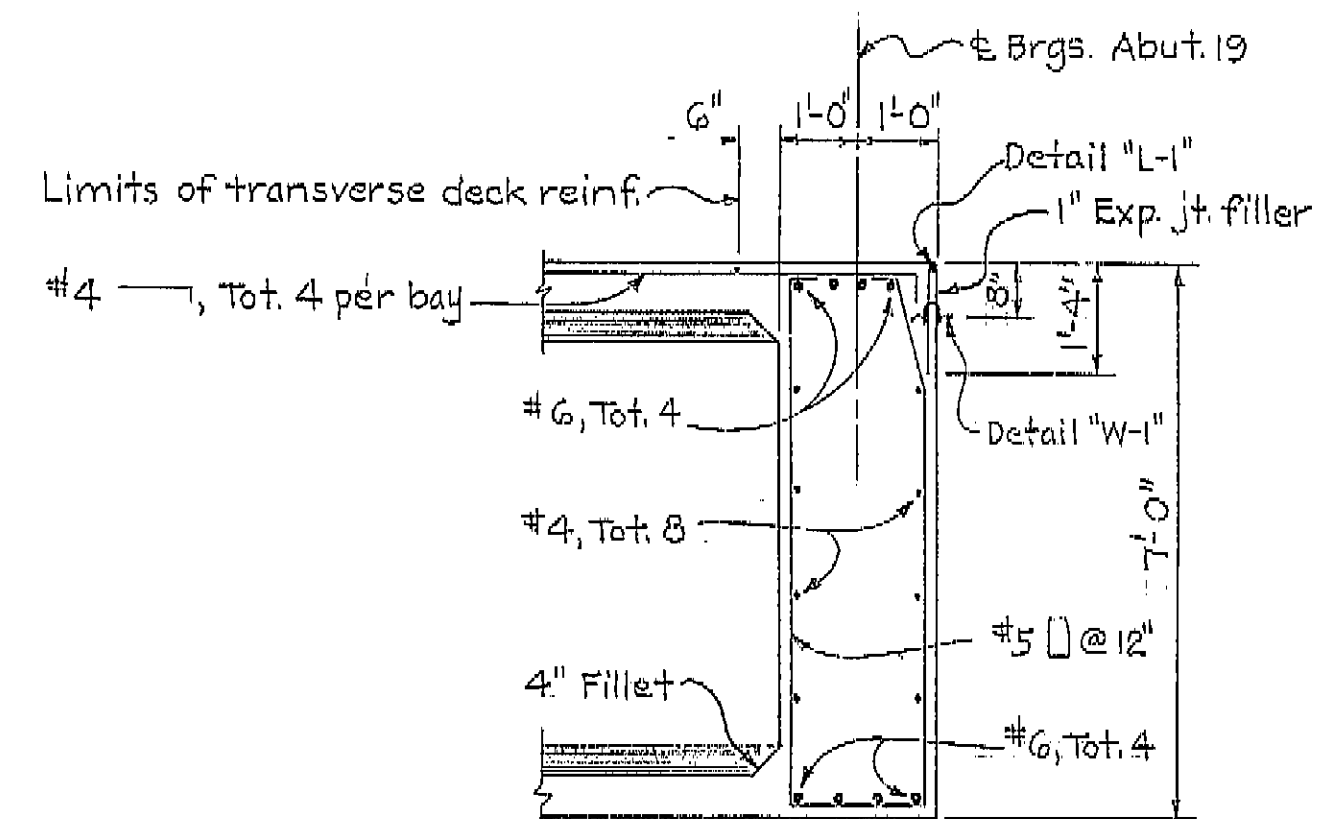
I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE 4-11-72 SIGNATURE *[Signature]* TITLE S.A. ROW



PLAN
Scale: 1"=15'



BOTTOM REINFORCEMENT
No Scale



SECTION A-A
Scale: 1/2"=1'-0"

NOTE: ALL BARS NO. 11 EXCEPT AS NOTED.
NUMBERS AT ENDS OF BARS INDICATE LENGTH
IN FEET FROM E SPAN FOR BOTTOM REINFORCEMENT
--- DENOTES BUNDLED BARS.

AS BUILT PLANS
Contract No. 04-208-434
Date Completed
Document No. 4005889

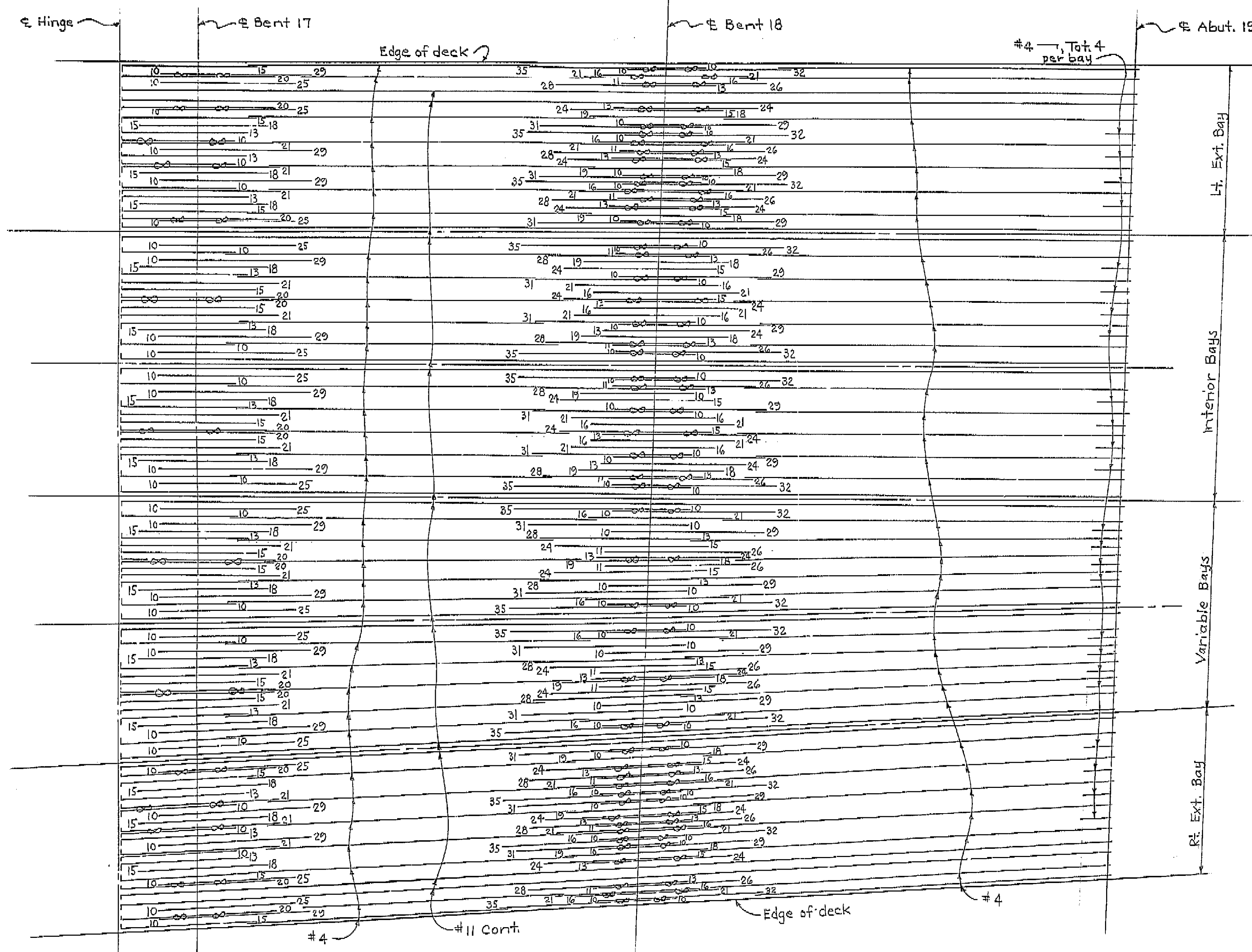
NO
AS BUILT
CORRECTIONS BY E. PAGE 5-7
CONTRACT NO. 04-208-434

BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DIVISION OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor: A.E. Fisher		THREE CONNECTOR VIADUCT	
DESIGN: By J. J. Smith, 11-67		BOTTOM GIRDER REINFORCEMENT-FRAME 13	
DETAILS: By J. J. Smith, 11-67		BRIDGE NO. 27-270	
QUANTITIES: By J. J. Smith, 11-67		POST MILE L. 2.7	
		DRAWING NO. 97270-36	
		SHEET 58 OF 71	
		REVISION DATES	
		(PRELIMINARY STAGE ONLY)	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN
UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO
AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS
DATE 4-11-72 SIGNATURE [Signature] TITLE [Title]

DIST.	COUNTY	ROUTE	SECTION	SHEET	TOTAL
04	SCI	280.87	R21/R21.1, 29/60	344	455

BRIDGE ENGINEER *[Signature]*
 REGISTERED CIVIL ENGINEER NO. 1111
 DATE APPROVED April 29, 1968



NOTE: ALL BARS NO. 11 EXCEPT AS NOTED
 NUMBERS AT ENDS OF BARS INDICATE LENGTH
 IN FEET FROM C BENT FOR TOP REINFORCEMENT.
 —○— DENOTES BUNDLED BARS.

AS BUILT PLANS
 Contract No. 04-208434
 Date Completed
 Document No. 10003889

NO
AS BUILT
 CORRECTIONS BY E. PAGE 5-7
 CONTRACT NO. 04-208434

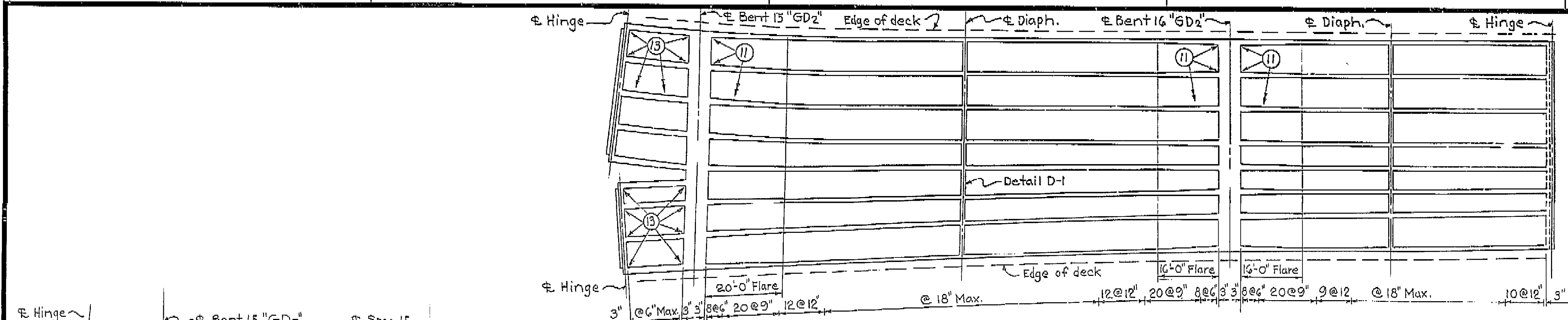
TOP REINFORCEMENT
 No Scale

BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor <u>A. L. Mader</u>		THREE CONNECTOR VIADUCT.	
DESIGN By <u>[Signature]</u> Checked <u>[Signature]</u>		TOP GIRDER REINFORCEMENT—FRAME 13	
DETAILS By <u>[Signature]</u> Checked <u>[Signature]</u>		BRIDGE NO. <u>37-270</u> DRAWING NO. <u>37270-42</u> SHEET <u>57</u> OF <u>71</u>	
QUANTITIES By <u>[Signature]</u> Checked <u>[Signature]</u>		REVISION DATES (PRELIMINARY)	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN
 UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO
 AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS
 DATE 4-11-72 SIGNATURE [Signature] TITLE Asst. Dir.

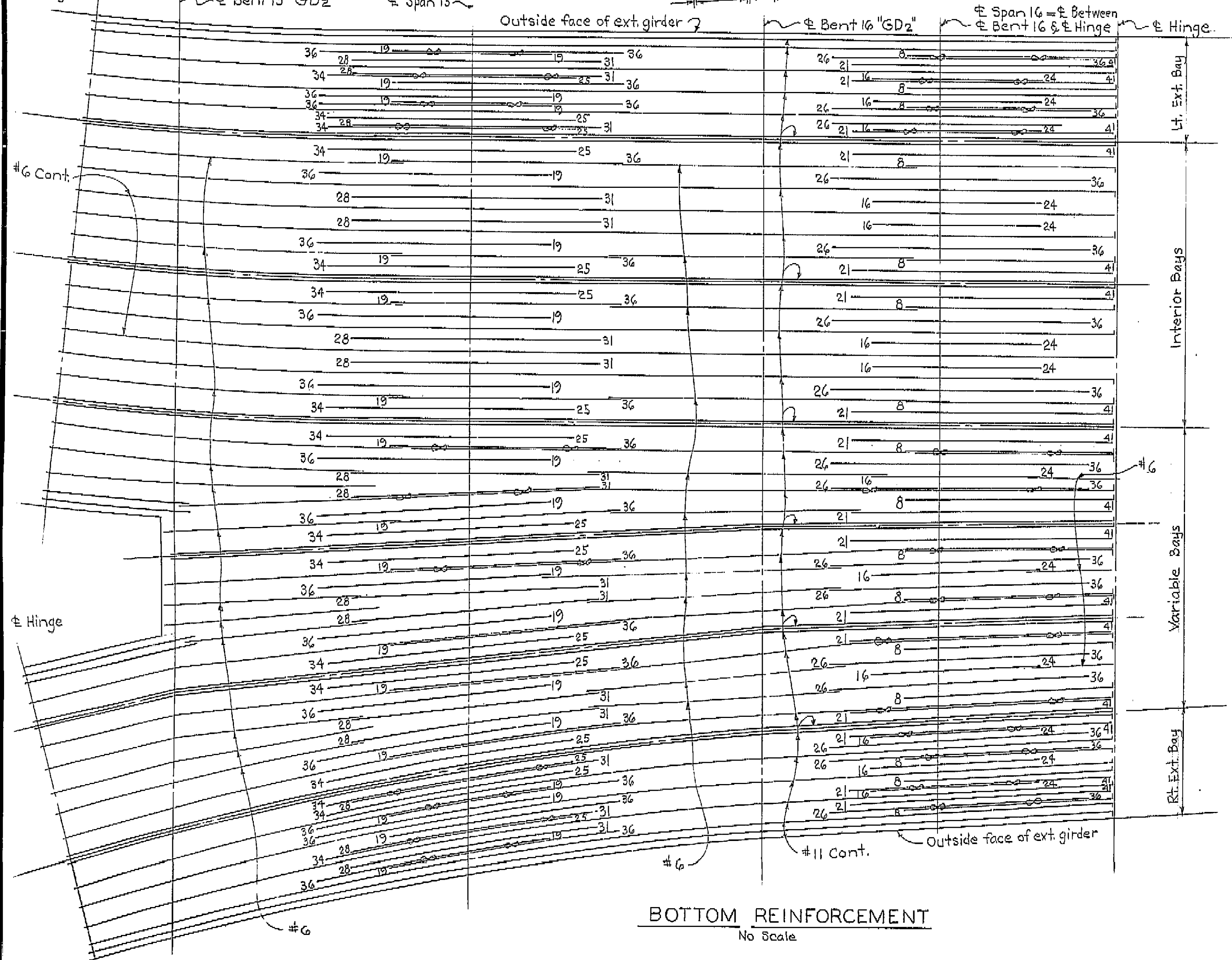
DIST.	COUNTY	ROUTE	POST MILES - TOTAL PROJECT	POST MILES - THIS SHEET	TOTAL SHEETS
04	SCI	280, 87	R21/R41, 2069	243	453

BRIDGE ENGINEER
 REGISTERED CIVIL ENGINEER NO. 5555
 DATE APPROVED April 29, 1968



PLAN
 Scale: 1"=15'

NOTE: ALL BARS NO. 11 EXCEPT AS NOTED.
 NUMBERS AT ENDS OF BARS INDICATE LENGTH
 IN FEET FROM E SPAN FOR BOTTOM REINFORCEMENT.
 DENOTES BUNDLED BARS.




AS BUILT PLANS
 Contract No. 04-208434
 Date Completed
 Document No. 40003889

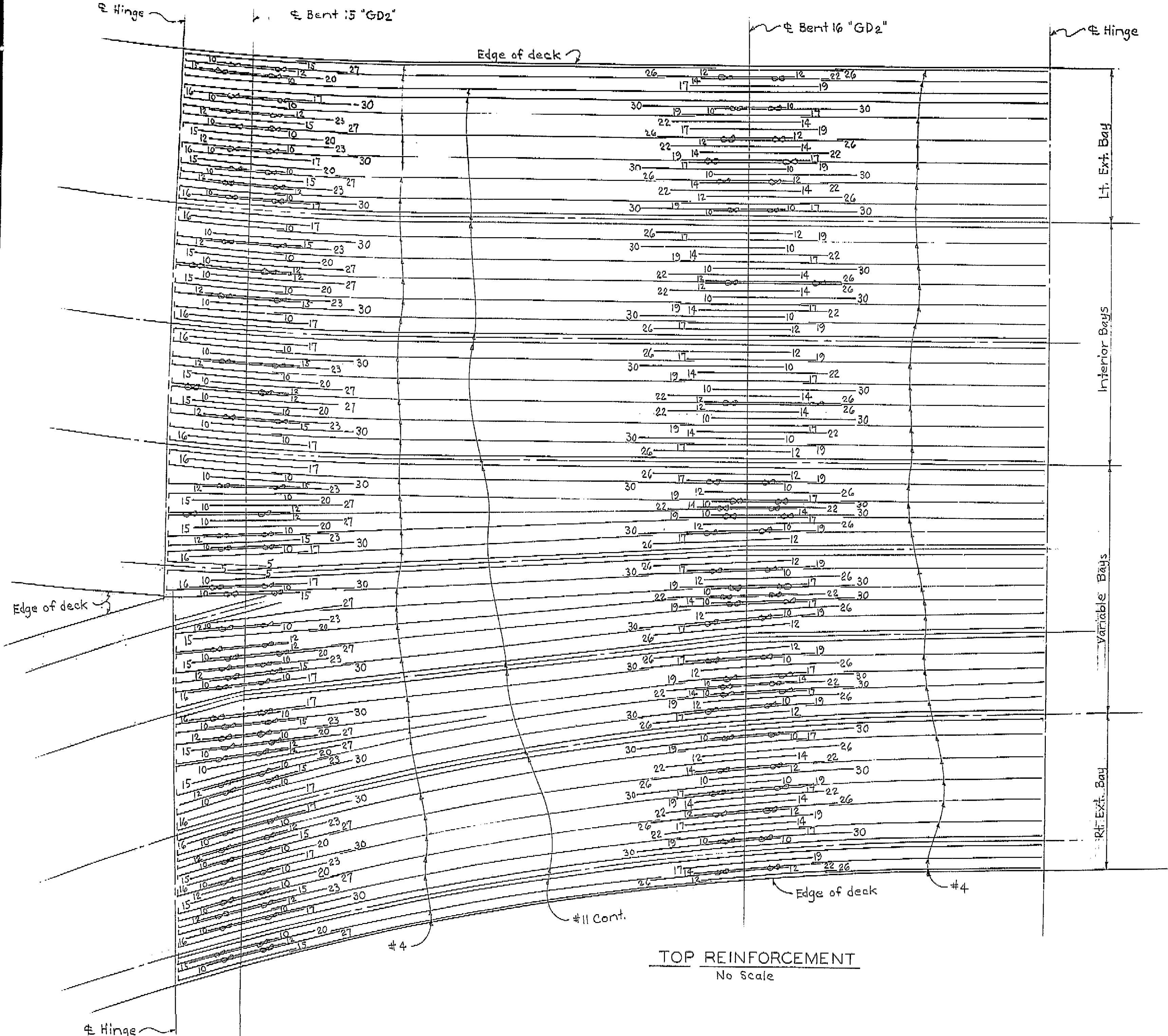
No
AS BUILT
 CORRECTIONS BY E. PAGE 5-71
 CONTRACT NO. 04-208434

BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor: <u>A. E. Babin</u>		THREE CONNECTOR VIADUCT	
DESIGN: To <u>P. J. McIntosh</u> CHECKED: <u>J. J. McIntosh</u> 2/68 BY: <u>S. J. Smith</u> 11-67 CHECKED: <u>J. J. McIntosh</u> 2/68 QUANTITIES: By <u>S. J. Smith</u> 2/68 CHECKED: <u>J. J. McIntosh</u> 2/68		BOTTOM GIRDER REINFORCEMENT-FRAME 12	
BRIDGE NO. 37-270		POST MILE L2.7	DRAWING NO. 37270-35
SHEET 56 OF 71		DIVISION DATE: <u>4/26/68</u>	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN
 UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO
 AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE 4-11-77 SIGNATURE [Signature] TITLE Asst. Dir.

DIST.	COUNTY	ROUTE	POST MILES—TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	280.87	R21/R4.1, 50/6.0	342	455


 ENGINEER
 DATE APPROVED April 29, 1968



NOTE: ALL BARS NO. 11 EXCEPT AS NOTED.
 NUMBERS AT ENDS OF BARS INDICATE LENGTH IN FEET FROM E BENT FOR TOP REINFORCEMENT.
 ⊗ DENOTES BUNDLED BARS.

AS BUILT PLANS
 Contract No. 04-208434
 Date Completed
 Document No. 40065889

No
AS BUILT
 CORRECTIONS BY E. PAGE 571
 CONTRACT NO. 04-208434

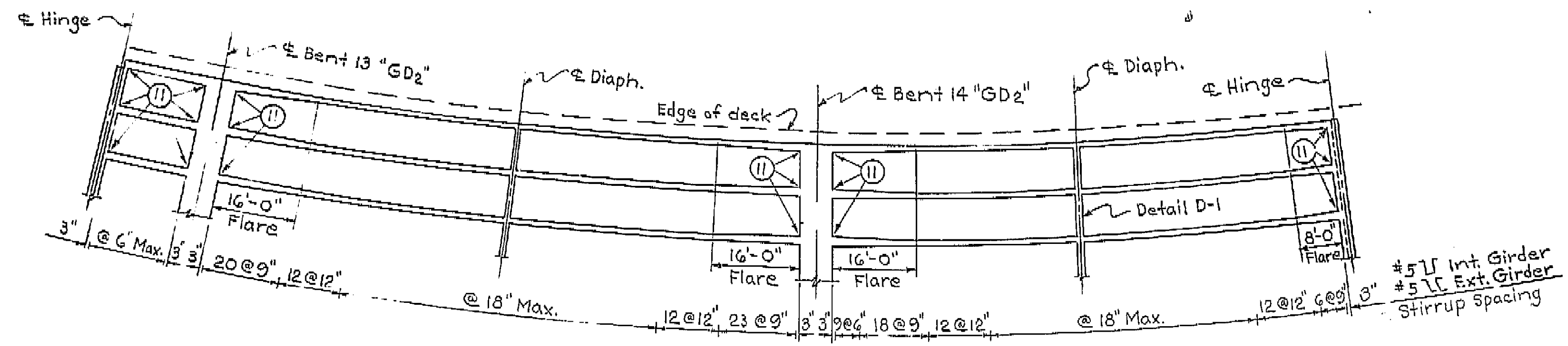
BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor: <u>A. E. Barker</u>		THREE CONNECTOR VIADUCT	
DESIGN: By <u>L. J. [unclear]</u> Checked: <u>[unclear]</u>		TOP GIRDER REINFORCEMENT-FRAME 12	
DETAILS: By <u>[unclear]</u> Checked: <u>[unclear]</u>		BRIDGE NO. <u>37-270</u> POST MILE <u>L2.7</u> DRAWING NO. <u>37270-41</u> SHEET <u>55</u> OF <u>71</u>	
QUANTITIES: By <u>[unclear]</u> Checked: <u>[unclear]</u>		REVISION DATES: (PRELIMINARY STAGE ONLY)	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE 4-11-72 SIGNATURE [unclear] TITLE [unclear]

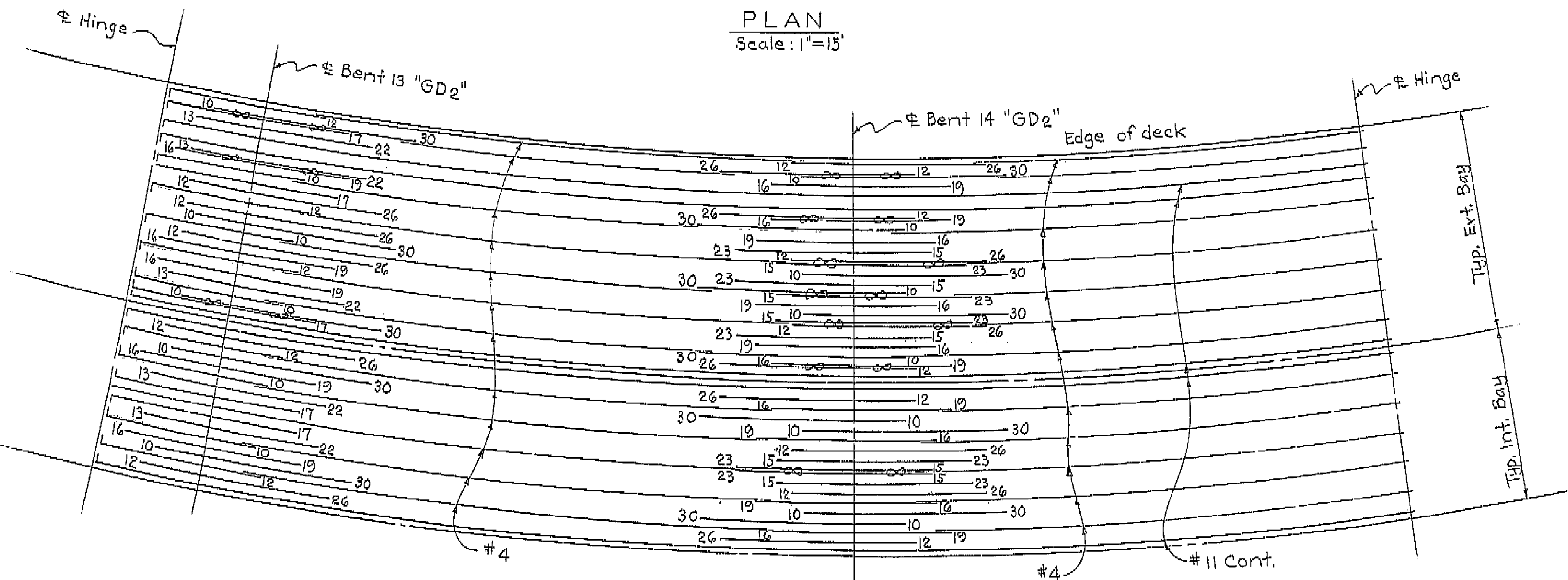
342

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET	TOTAL SHEETS
04	SCI	280,87	R21/R41, 50/60	341	455

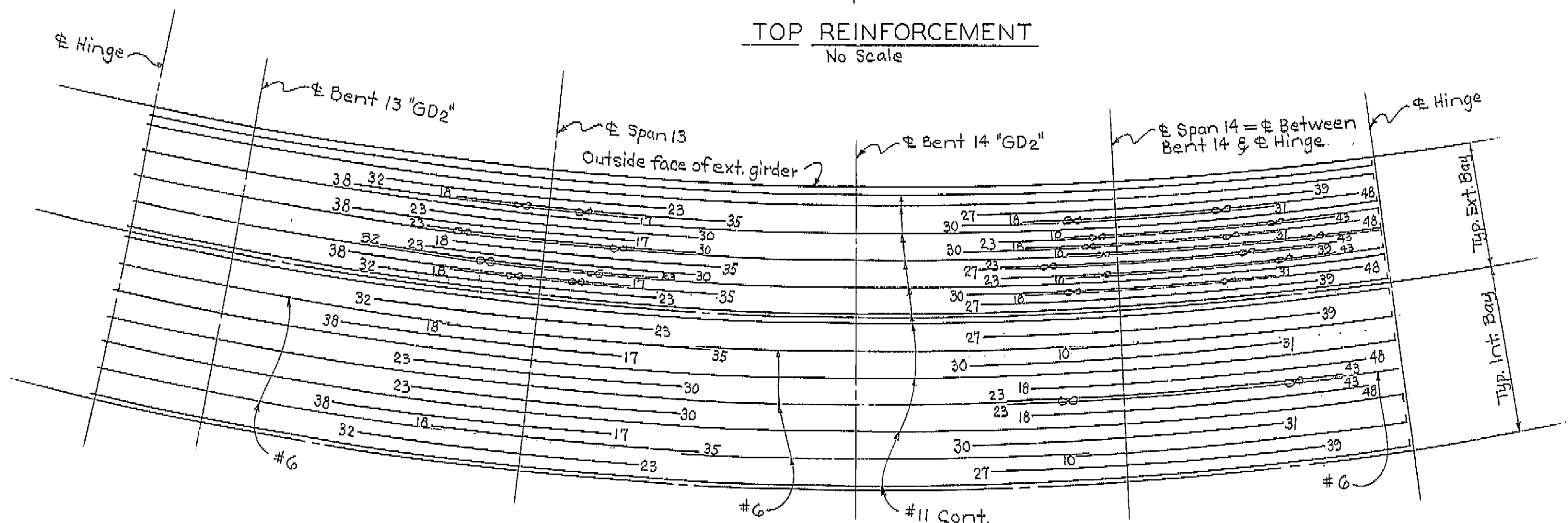
BRIDGE ENGINEER
 DATE APPROVED April 29 1968



PLAN
 Scale: 1"=15'



TOP REINFORCEMENT
 No Scale



BOTTOM REINFORCEMENT
 No Scale

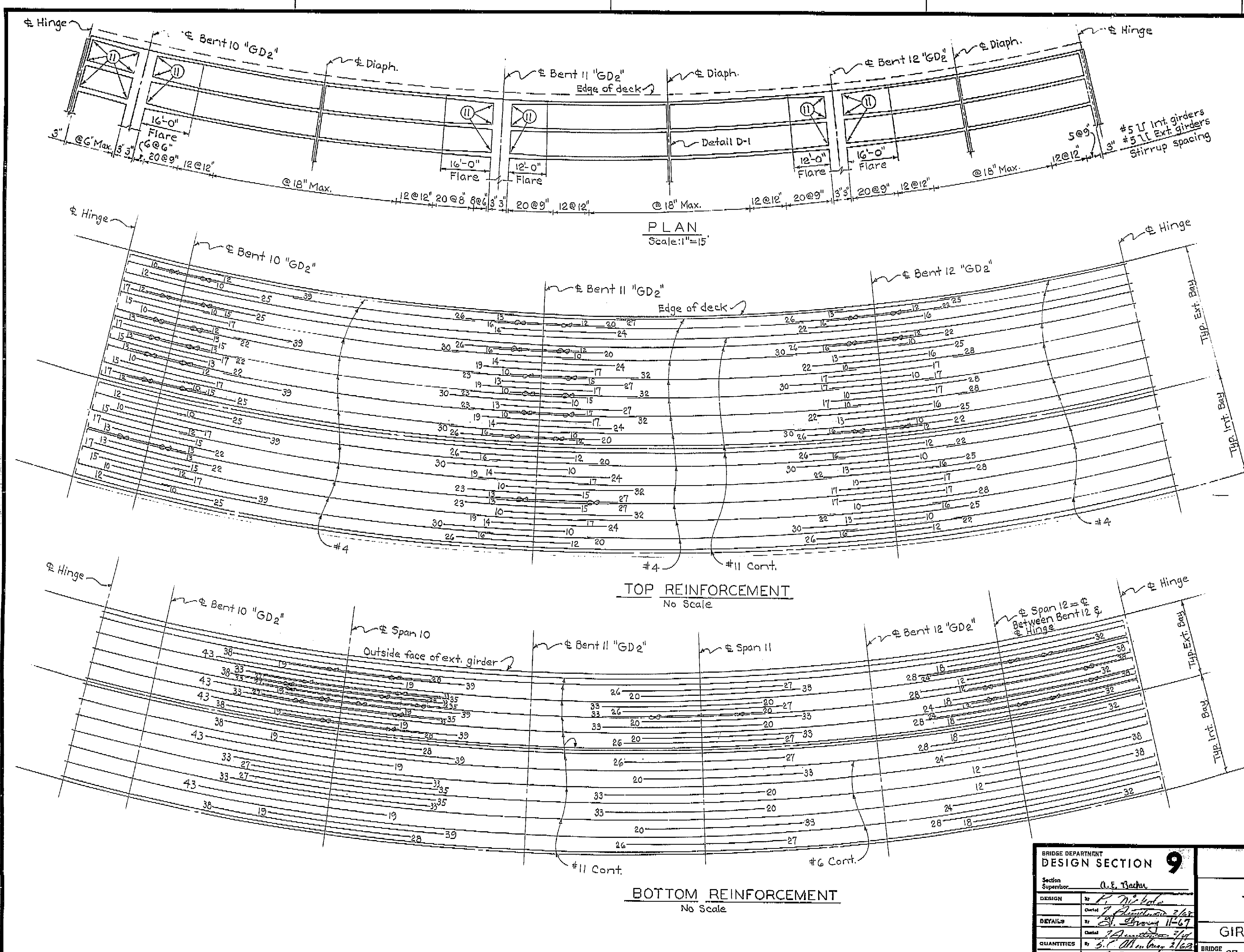
NOTE: ALL BARS NO. 11 EXCEPT AS NOTED.
 NUMBERS AT ENDS OF BARS INDICATE LENGTH IN FEET FROM E SPAN FOR BOTTOM REINFORCEMENT AND E BENT FOR TOP REINFORCEMENT.
 ⊗ DENOTES BUNDLED BARS.

AS BUILT PLANS
 Contract No. 04-208434
 Date Completed
 Document No. 40003089

AS BUILT
 CORRECTIONS BY E. PAGE 5-71
 CONTRACT NO. 04-208434

BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor: A.E. Becker		THREE CONNECTOR VIADUCT	
DESIGN: By P. M. Hulse		GIRDER REINFORCEMENT-FRAME 11	
DETAILS: By G. E. Brady 11-67		BRIDGE NO. 37-270 POST MILE L2.7 DRAWING NO. 37270-34 SHEET 54 OF 71	
QUANTITIES: By J. E. Whitely 2/68		(PRELIMINARY STAGE ONLY)	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE 4-11-72 SIGNATURE [Signature] TITLE S.A. RONA



DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET	TOTAL
04	SCI.	280	87.121/141.50/60	540	555
DATE APPROVED: April 29, 1968					

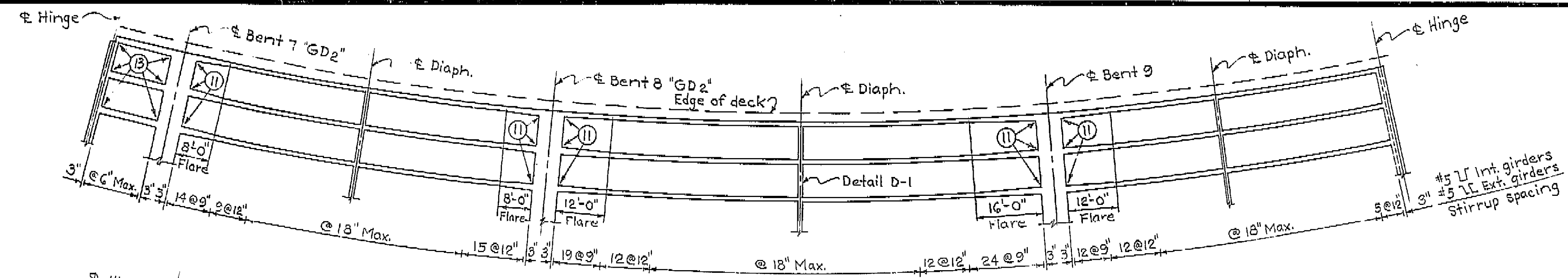
NOTE: ALL BARS NO. 11 EXCEPT AS NOTED.
NUMBERS AT ENDS OF BARS INDICATE LENGTH
IN FEET FROM E. SPAN FOR BOTTOM
REINFORCEMENT AND E. BENT FOR TOP
REINFORCEMENT.
⊗⊗⊗ DENOTES GUNDED BARS.

AS BUILT PLANS
Contract No. 04-208-434
Date Completed
Document No. 40003889

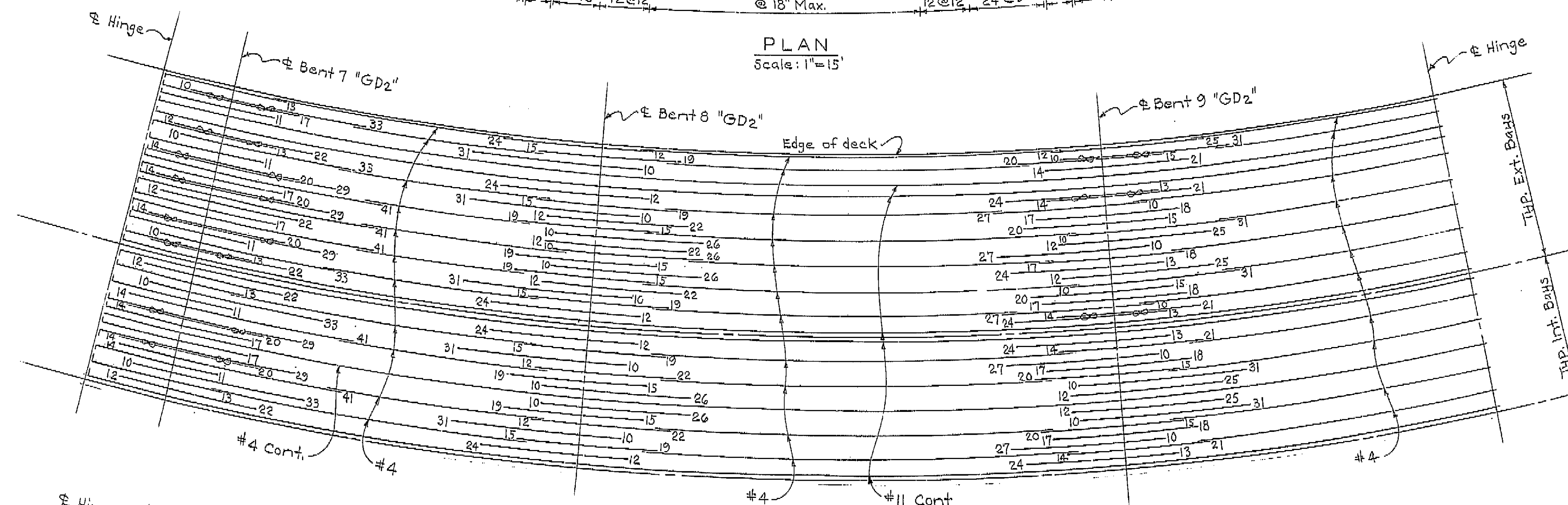
No
AS BUILT
CORRECTIONS BY E. PAGE 5-7
CONTRACT NO. 04-208-434

BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor: <i>A.E. Becker</i>		THREE CONNECTOR VIADUCT	
DESIGN: <i>P. Nichols</i>		GIRDER REINFORCEMENT-FRAME 10	
DETAILS: <i>E. Page 11-67</i>		BRIDGE NO. 37-270	
QUANTITIES: <i>S. C. Allen May 2, 1968</i>		POST MILE L&T	
		DRAWING NO. 87270-31	
		SHEET 53 OF 71	
		REVISION DATES	
		PRELIMINARY (TRADE ONLY)	

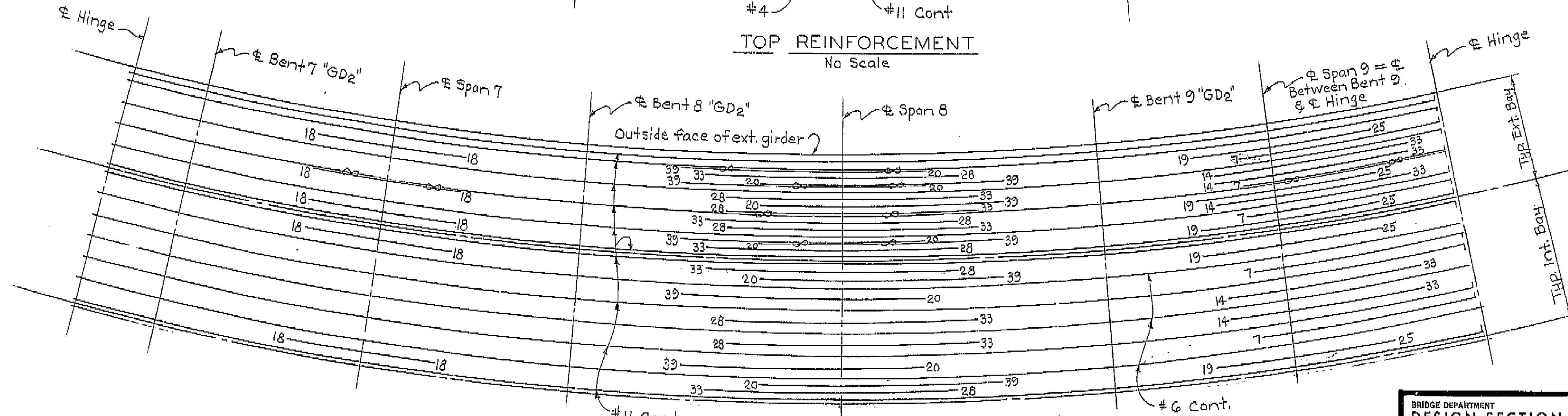
I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN
UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO
AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
DATE 4-11-77 SIGNATURE *Johnnie (not title) SA. RAK*



PLAN
Scale: 1"=15'



TOP REINFORCEMENT
No Scale



BOTTOM REINFORCEMENT
No Scale

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET	TOTAL
04	SCL	280.87	281.141, 20/60	339	435

DESIGNED BY *[Signature]*
DATE APPROVED April 29, 1968

NOTE: ALL BARS NO. 11 EXCEPT AS NOTED.
NUMBERS AT ENDS OF BARS INDICATE LENGTH
IN FEET FROM Φ SPAN FOR BOTTOM REINFORCEMENT
AND Φ BENT FOR TOP REINFORCEMENT.
--- DENOTES BUNDLED BARS.

AS BUILT PLANS
Contract No. 04-208434
Date Completed
Document No. 40003889

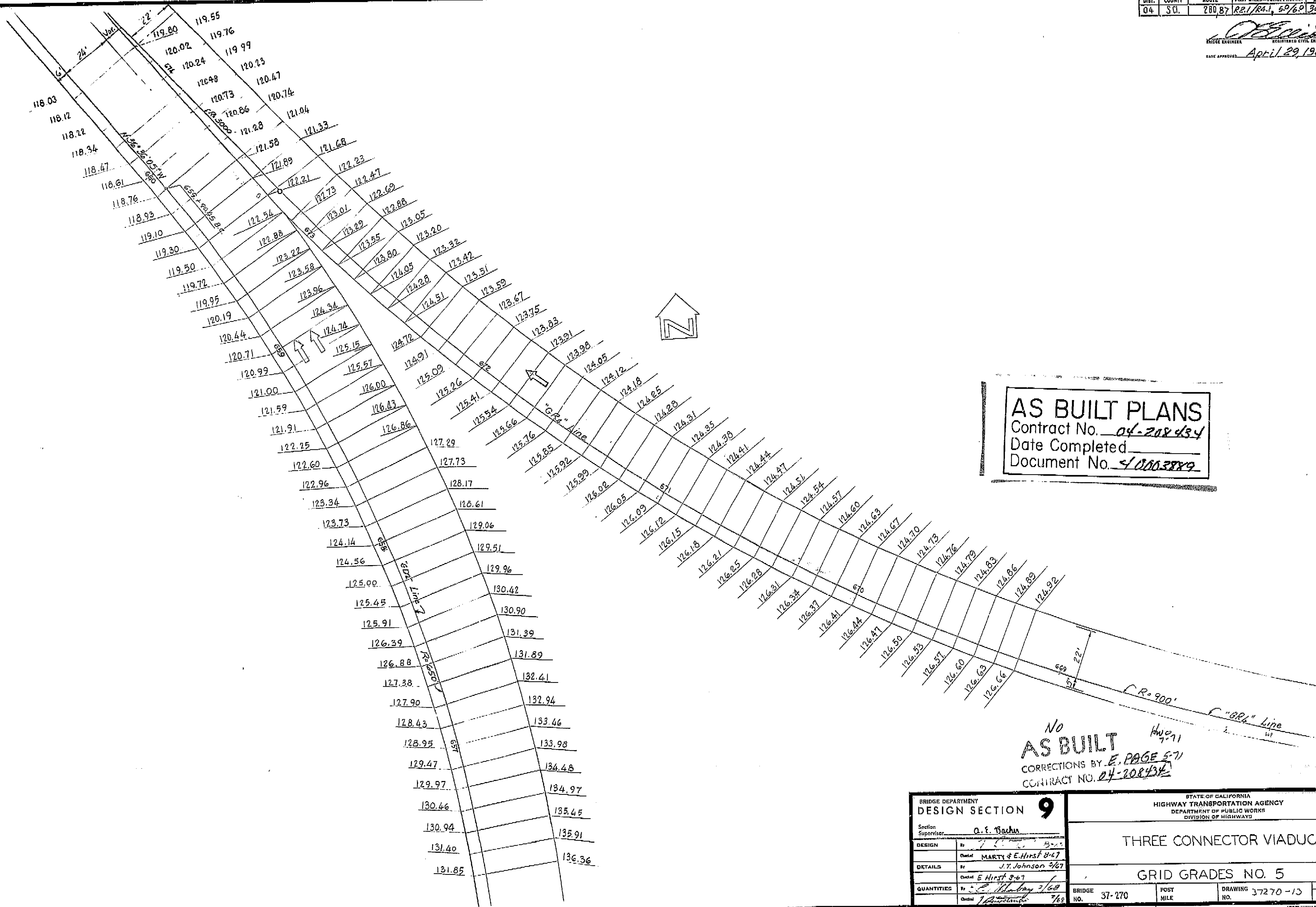
N/O
AS BUILT
CORRECTIONS BY E. PAGE 571
CONTRACT NO. 04-208434

BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor <i>[Signature]</i>	DESIGN Checked <i>[Signature]</i> 11-67	THREE CONNECTOR VIADUCT	
DETAILS Checked <i>[Signature]</i> 11-67	QUANTITIES Checked <i>[Signature]</i> 11-67	GIRDER REINFORCEMENT-FRAME 9	
BRIDGE NO. 37-270	POST MILE L2.7	DRAWING NO. 37270-30	SHEET 52 OF 71
REVISION DATES		(PRELIMINARY STAGE ONLY)	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN
UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO
AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS
DATE 4-11-72 SIGNATURE *[Signature]* TITLE SR. RDM

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET	DATE
04	SC.	280.87	RE.1/RA.1, 60.60	308	155

ENGINEER: *[Signature]*
REGISTERED CIVIL ENGINEER NO. 3115
DATE APPROVED: April 29, 1968



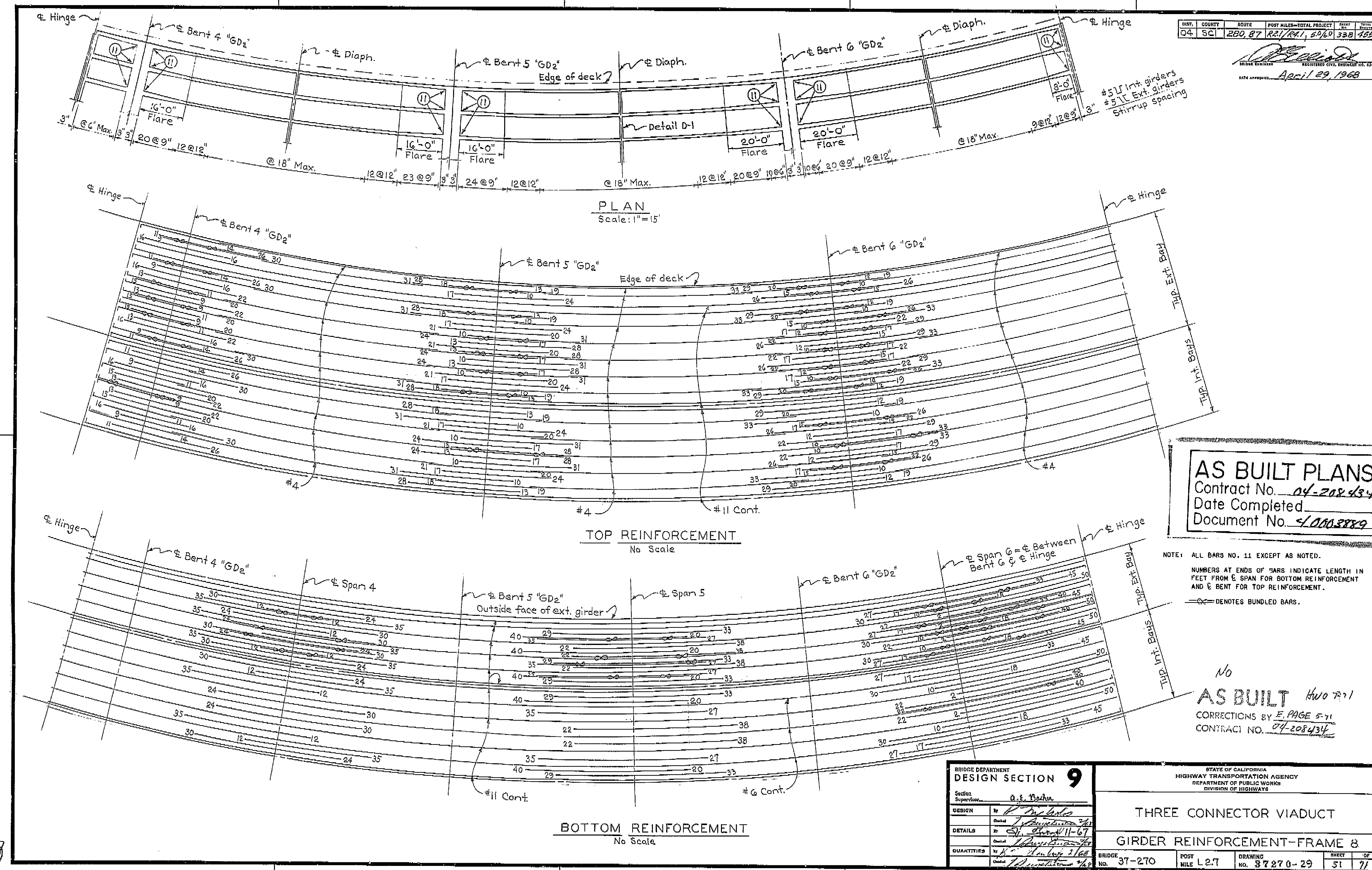
AS BUILT PLANS
Contract No. 04-208434
Date Completed
Document No. 40003889

NO
AS BUILT
CORRECTIONS BY E. PAGE 5-7
CONTRACT NO. 04-208434

BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor: <u>A. E. Bachus</u>		THREE CONNECTOR VIADUCT	
DESIGN: By <u>J. J. Johnson</u> 8-67 Checked: <u>MARTY E. Hirst</u> 8-67		GRID GRADES NO. 5	
DETAILS: By <u>J. J. Johnson</u> 8-67 Checked: <u>E. Hirst</u> 8-67		BRIDGE NO. <u>37-270</u> POST MILE <u>37270-13</u> SHEET <u>15</u> OF <u>71</u>	
QUANTITIES: By <u>E. Hirst</u> 8-67 Checked: <u>J. J. Johnson</u> 8-67		REVISION DATES: (PRELIMINARY STAGE ONLY)	

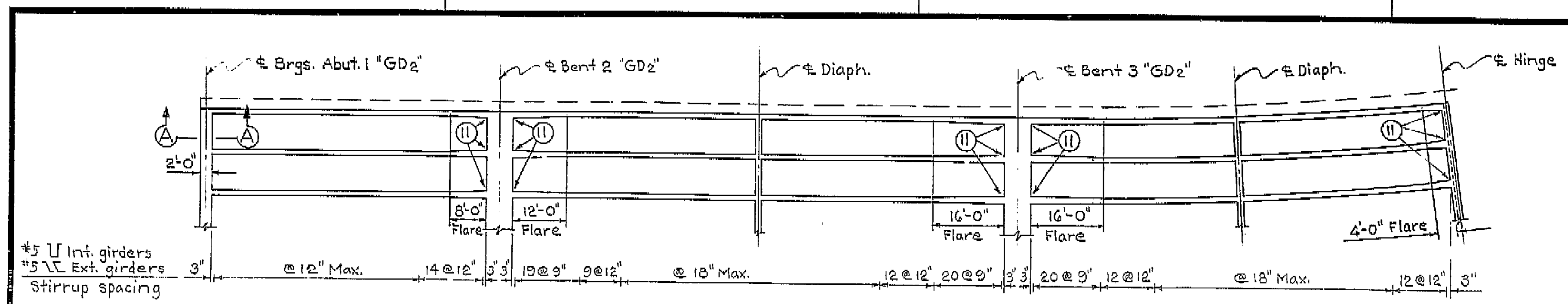
I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
DATE 4-12-72 SIGNATURE [Signature] TITLE SA. RAN





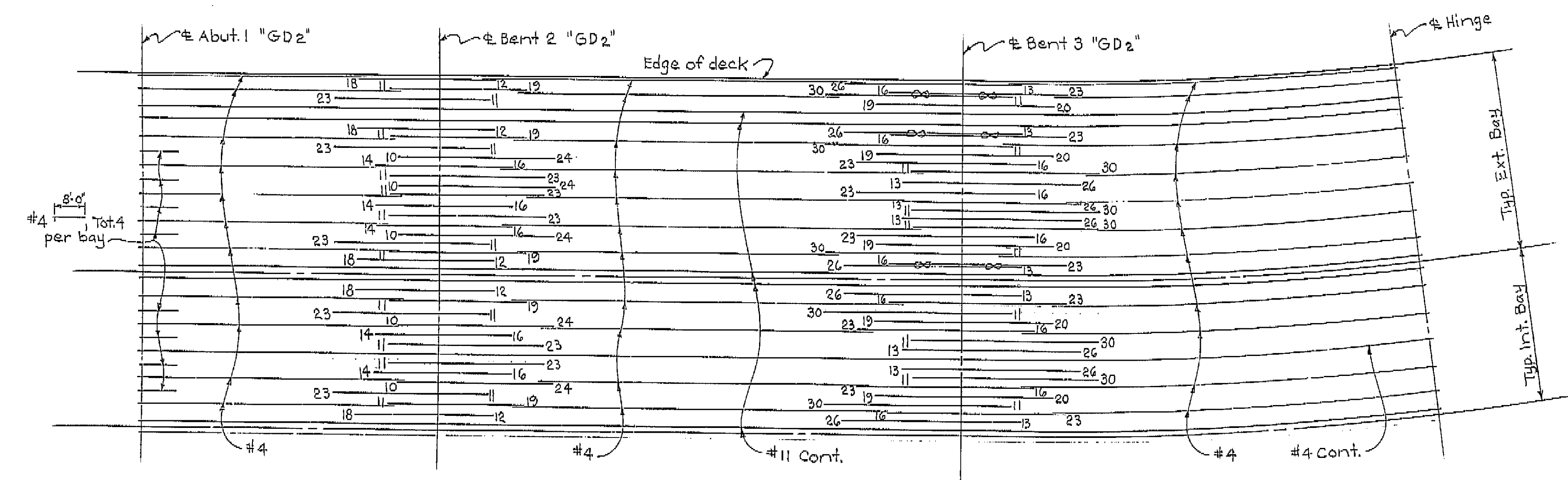
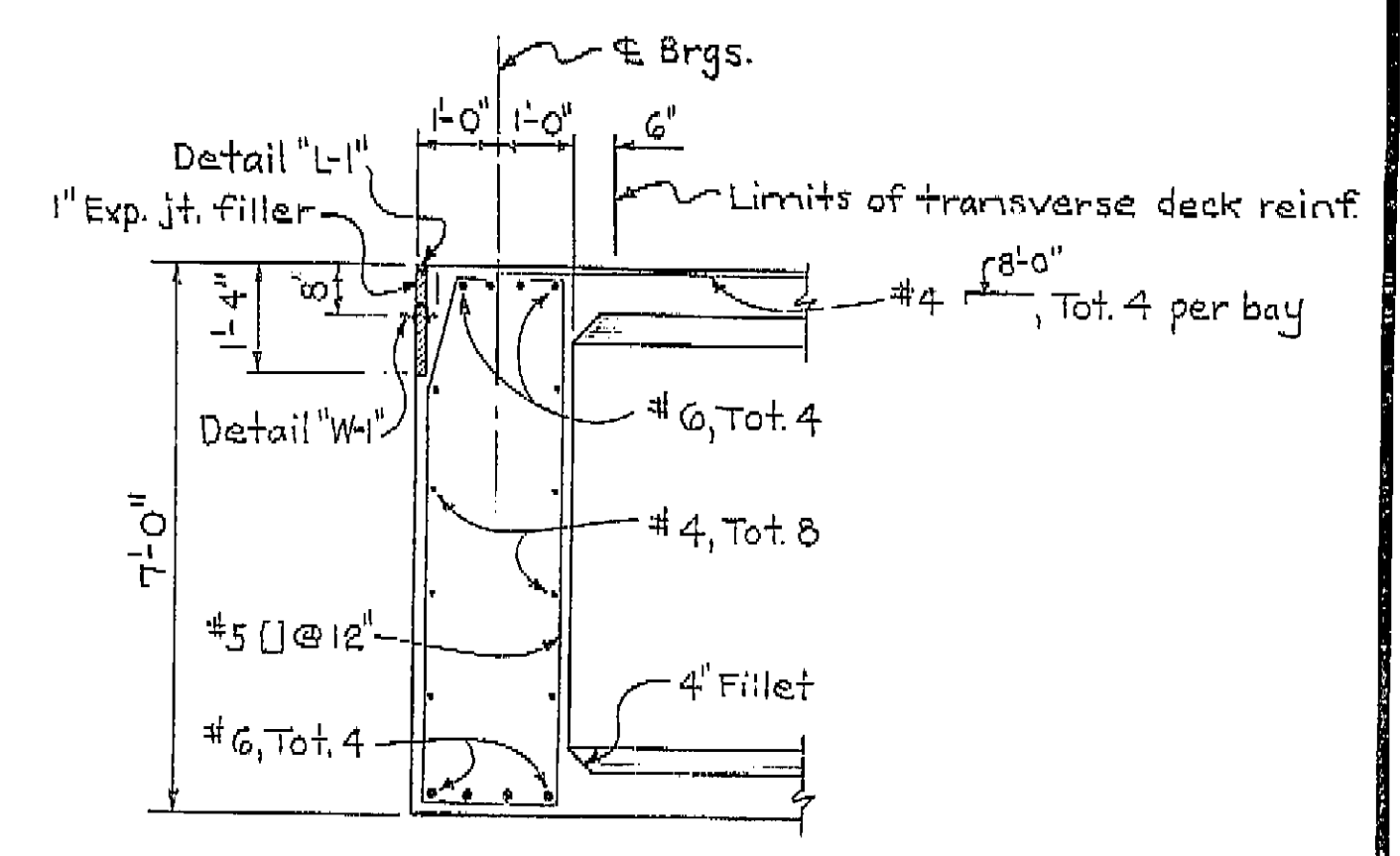
I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.

DATE 4-10-22 SIGNATURE [Signature] TITLE Sr. Rmn



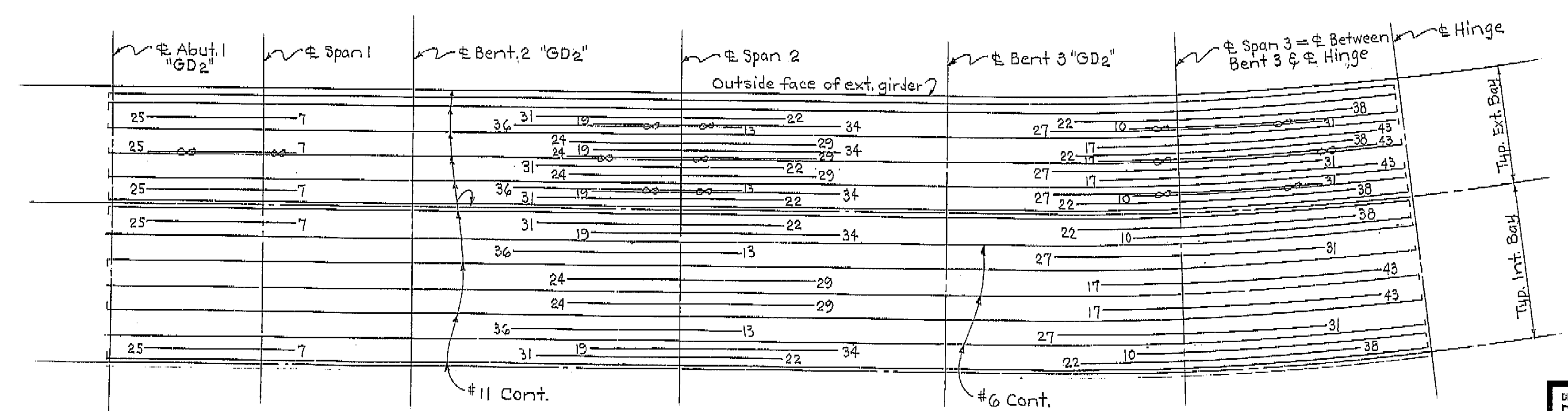
DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI.	280, 87	R21/R41, 50/60	337	455

DATE APPROVED: April 29, 1968



AS BUILT PLANS
Contract No. 04-208-434
Date Completed
Document No. 40063889

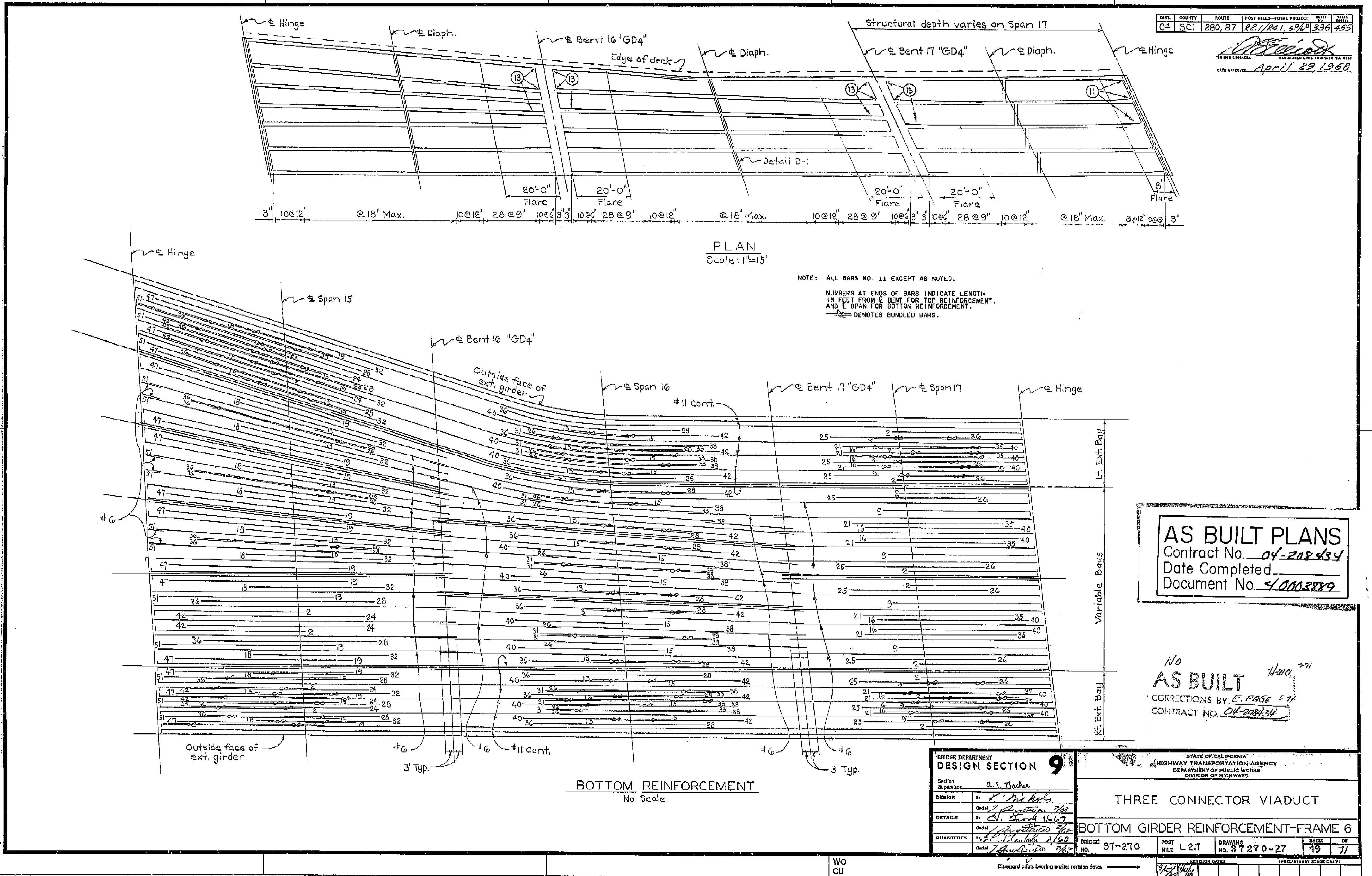
NOTE: ALL BARS NO. 11 EXCEPT AS NOTED.
NUMBERS AT ENDS OF BARS INDICATE LENGTH IN FEET FROM E SPAN FOR BOTTOM REINFORCEMENT AND E BENT FOR TOP REINFORCEMENT.
⊗ DENOTES BUNDLED BARS.



No
AS BUILT
CORRECTIONS BY E. PAGE 571
CONTRACT NO. 04-208-434

BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Supervisor: A. E. Bachu		THREE CONNECTOR VIADUCT	
DESIGN: By R. W. Lutes		GIRDER REINFORCEMENT-FRAME 7	
DETAILS: By E. J. Lutes 11-67		BRIDGE NO. 37-270	
QUANTITIES: By S. E. Blum 2/68		POST MILE L 2.7	
Checked: J. L. Lutes 7-68		DRAWING NO. 87270-28	
		SHEET 50 OF 71	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
DATE 1-12-72 SIGNATURE J. L. Lutes TITLE Sr. RDR



AS BUILT PLANS
Contract No. 04-208-434
Date Completed
Document No. 40013889

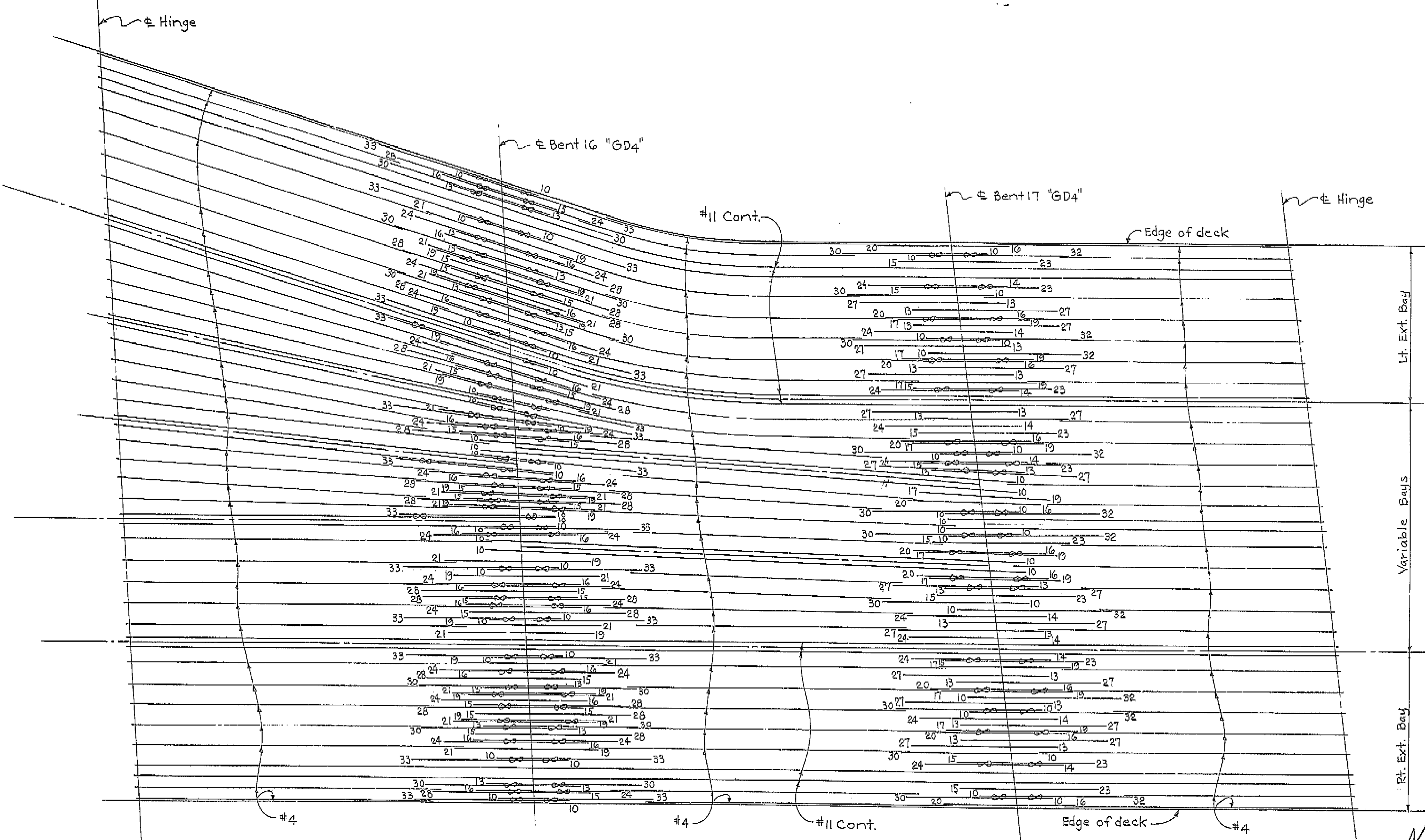
No
AS BUILT
CORRECTIONS BY E. PAGE 5-71
CONTRACT NO. 04-208-434

BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor: A. E. Mather		THREE CONNECTOR VIADUCT	
DESIGN: R. M. Mather		BOTTOM GIRDER REINFORCEMENT-FRAME 6	
DETAILS: A. E. Mather 11-67		BRIDGE NO. 37-270	
QUANTITIES: A. E. Mather 2/68		POST MILE L 2:7	
DATE: 11-11-67		DRAWING NO. 37270-27	
WO CU		SHEET 49 OF 71	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
DATE 11-11-22 SIGNATURE [Signature] TITLE SR. RWR

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET	TOTAL SHEETS
04	SCI	280, 87	REI/RAI, 6.0/6.0	335	455

PROJECT ENGINEER *[Signature]*
 REGISTERED CIVIL ENGINEER NO. 1888
 DATE APPROVED April 29, 1968



TOP REINFORCEMENT
 No Scale

NOTE: ALL BARS NO. 11 EXCEPT AS NOTED.
 NUMBERS AT ENDS OF BARS INDICATE LENGTH
 IN FEET FROM BENT FOR TOP REINFORCEMENT.
 ⊗ DENOTES BUNDLED BARS.

NO
 AS BUILT
 CORRECTIONS BY E. PAGE 5-71
 CONTRACT NO. 04-208434

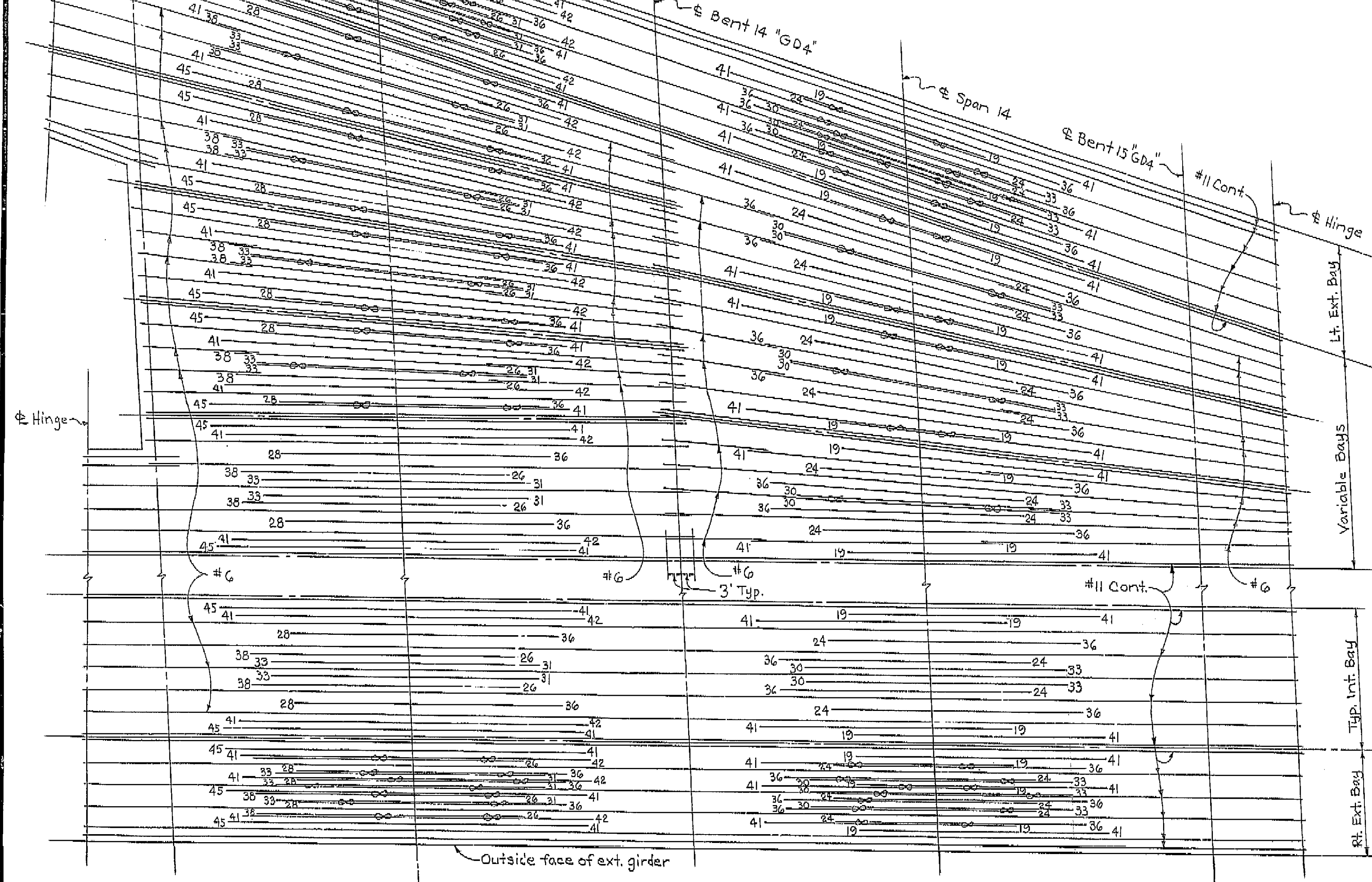
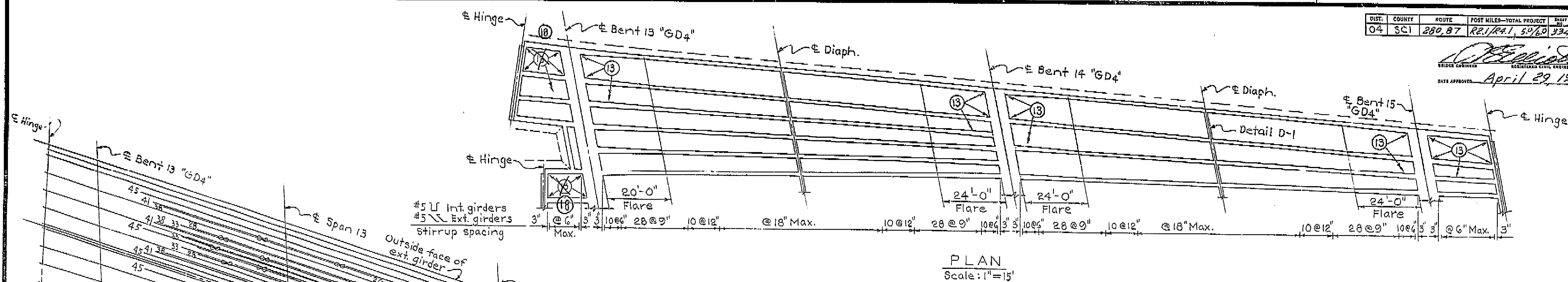
AS BUILT PLANS
 Contract No. 04-208434
 Date Completed
 Document No. 4015379

BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor: <i>A. C. Bacha</i>		THREE CONNECTOR VIADUCT	
DESIGN: <i>[Signature]</i> CHECKED: <i>[Signature]</i> DETAILS: <i>[Signature]</i> CHECKED: <i>[Signature]</i> QUANTITIES: <i>[Signature]</i> CHECKED: <i>[Signature]</i>		TOP GIRDER REINFORCEMENT-FRAME 6	
BRIDGE NO. 37-270	POST MILE L.2.7	DRAWING NO. 37270-40	SHEET 48 OF 71
REVISION DATES: <i>[Table with 2 columns: No., Date]</i>		PRELIMINARY STAGE: <i>[Table with 2 columns: No., Date]</i>	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN
 UNDER MY DIRECTION AND CONTROL OF THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO
 AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS
 DATE 4-11-72 SIGNATURE *[Signature]* TITLE *[Title]*

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	280, 87	RE 1/RA 1, 50/60	334	455

DESIGNED BY *[Signature]*
 CHECKED BY *[Signature]*
 DATE APPROVED April 29, 1968



NOTE: ALL BARS NO. 11 EXCEPT AS NOTED.
 NUMBERS AT ENDS OF BARS INDICATE LENGTH IN FEET FROM Σ SPAN FOR BOTTOM REINFORCEMENT
 \llcorner DENOTES BUNDLED BARS.

AS BUILT PLANS
 Contract No. 04-208434
 Date Completed
 Document No. 40003889

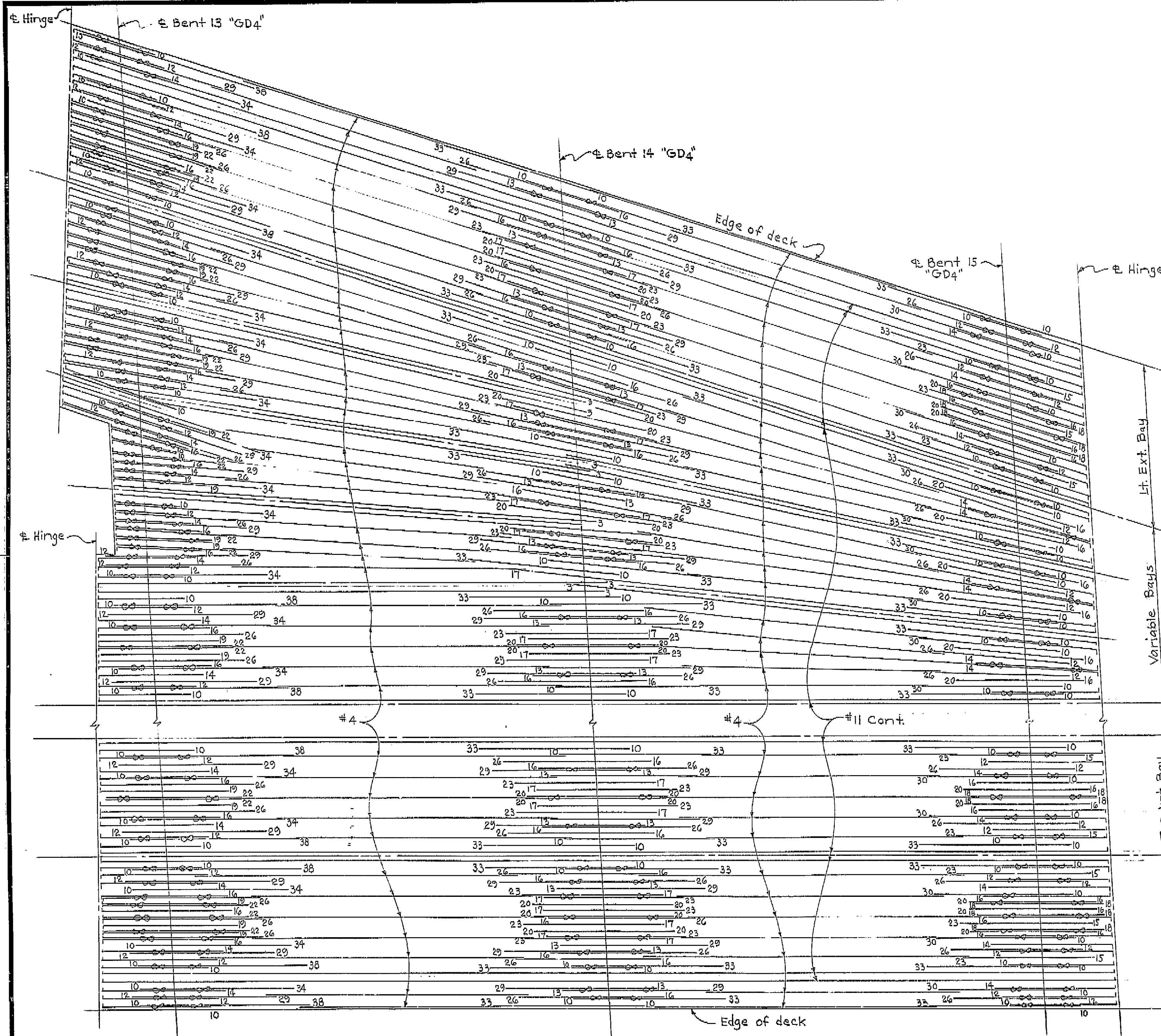
AS BUILT HWO 7-71
 CORRECTIONS BY E. PAGE 571
 CONTRACT NO. 04-208434

BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
DESIGN By <i>[Signature]</i> Checked <i>[Signature]</i>	Supervisor <i>[Signature]</i>	THREE CONNECTOR VIADUCT	
DETAILS By <i>[Signature]</i> Checked <i>[Signature]</i>	Checked <i>[Signature]</i>	BOTTOM GIRDER REINFORCEMENT-FRAME 5	
QUANTITIES By <i>[Signature]</i> Checked <i>[Signature]</i>	Checked <i>[Signature]</i>	BRIDGE NO. 37-270	POST MILE L 2.7
		DRAWING NO. 37270-28	SHEET 47 OF 71
		REVISION TABLE	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE 4-12-77 SIGNATURE *[Signature]* TITLE SR. RDR

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	280, 87	12.1/14.1, 50/6.0	333	435

BRIDGE ENGINEER
 DATE APPROVED April 29 1968



NOTE: ALL BARS NO. 11 EXCEPT AS NOTED.

NUMBERS AT ENDS OF BARS INDICATE LENGTH IN FEET FROM B BENT FOR TOP REINFORCEMENT.

⊗ DENOTES BUNDLED BARS.

AS BUILT PLANS
 Contract No. 04-208434
 Date Completed
 Document No. 40003889

No
 AS BUILT
 CORRECTIONS BY E. PAGE 5-7
 CONTRACT NO. 04-208434

TOP REINFORCEMENT
 No Scale

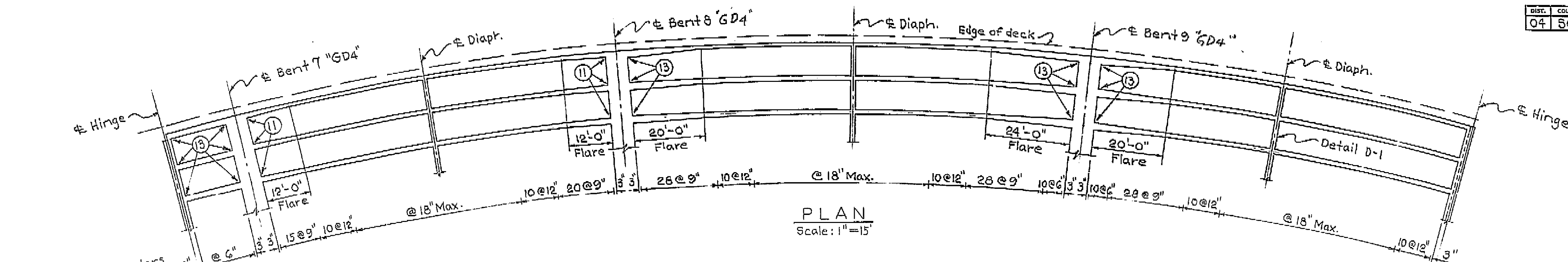
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BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor: A. E. Bachus		THREE CONNECTOR VIADUCT	
DESIGN	By: P. J. Bachus	TOP GIRDER REINFORCEMENT-FRAME 5	
DETAILS	By: J. J. Bachus 10-67		
QUANTITIES	By: J. J. Bachus 2/68		
BRIDGE NO. 37-270		POST MILE 12.7	DRAWING NO. 37270-39
DATE 11-11-77		SHEET 46 OF 71	

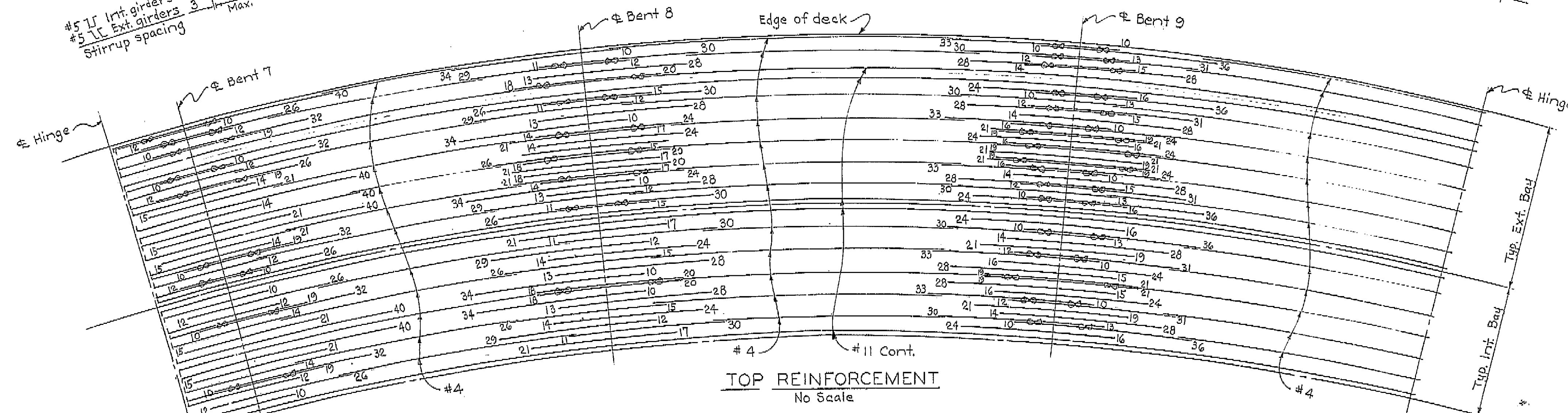
I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE 11-11-77 SIGNATURE J. J. Bachus TITLE Sr. Engr.

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	DATE	BY
04	SCL	280, 87	22.1/24.1 50/60	331	455

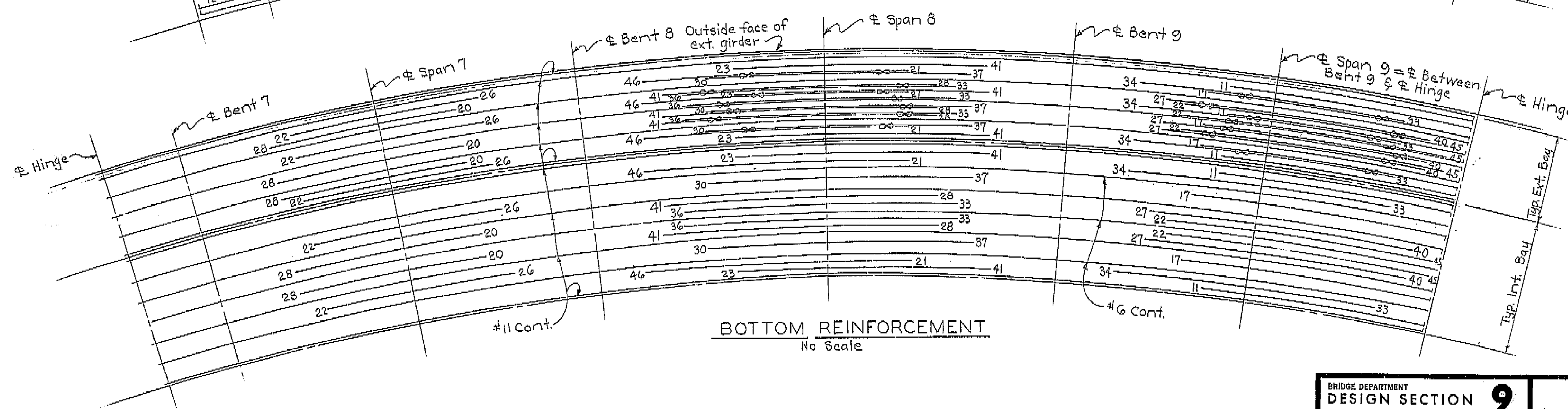
BRIDGE ENGINEER
 DATE APPROVED April 29 1968



PLAN
 Scale: 1"=15'



TOP REINFORCEMENT
 No Scale



BOTTOM REINFORCEMENT
 No Scale

AS BUILT PLANS
 Contract No. 04-208-434
 Date Completed
 Document No. 40008889

NO AS BUILT
 HWO 7-71
 CORRECTIONS BY E. PAGE 571
 CONTRACT NO. 04-208-434

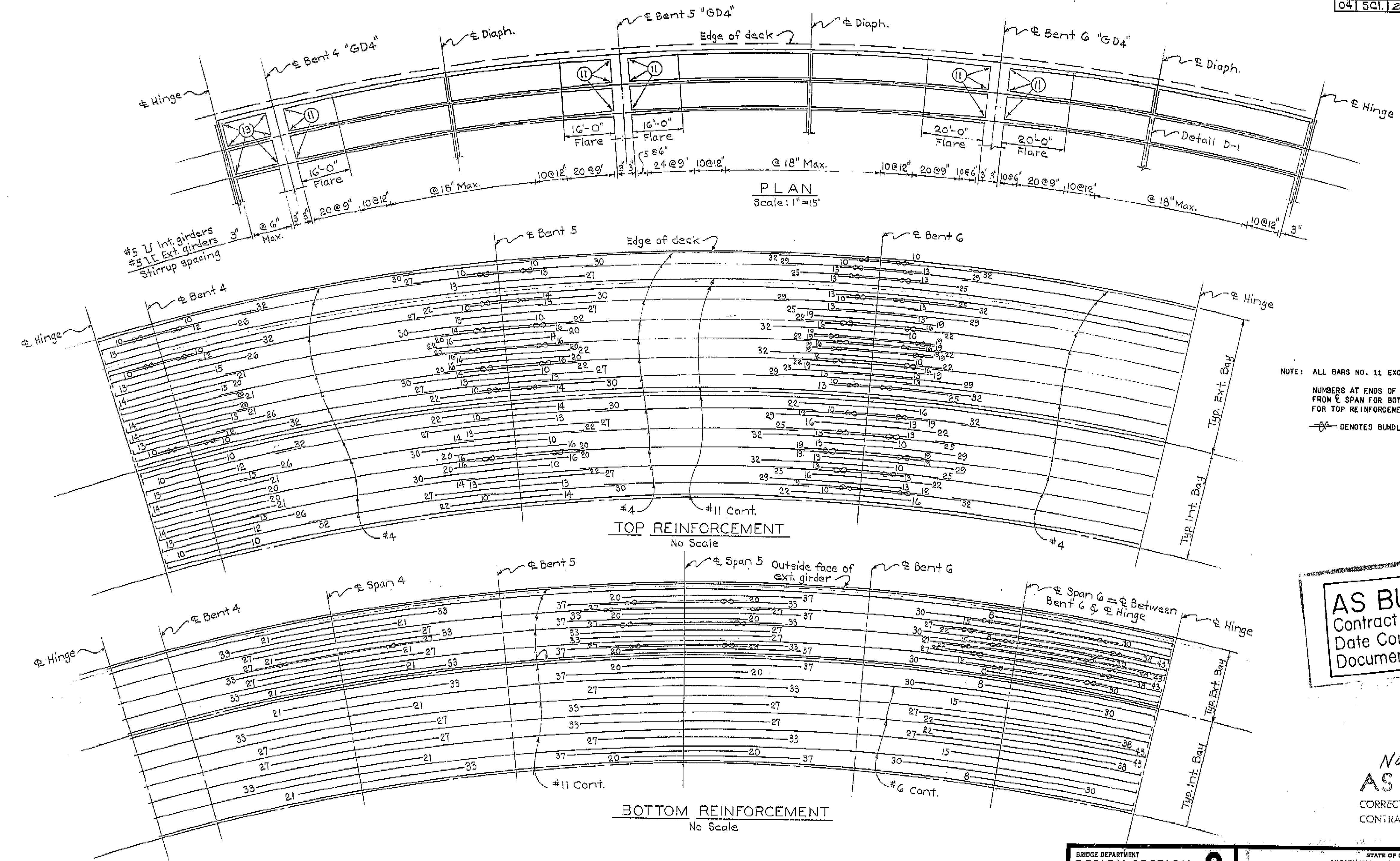
NOTE: ALL BARS NO. 11 EXCEPT AS NOTED.
 NUMBERS AT ENDS OF BARS INDICATE LENGTH IN FEET FROM E SPAN FOR BOTTOM REINFORCEMENT AND E BENT FOR TOP REINFORCEMENT.
 DENOTES BUNDLED BARS.

BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DIVISION OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor: D. E. Bachin		THREE CONNECTOR VIADUCT	
DESIGN	By: R. Nichols Checked: J. R. Nichols	GIRDER REINFORCEMENT-FRAME 3	
DETAILS	By: J. R. Nichols Checked: J. R. Nichols	BRIDGE NO. 37-210	
QUANTITIES	By: J. R. Nichols Checked: J. R. Nichols	POST MILE L2.7	DRAWING NO. 37270-24
DATE 4-12-77		SHEET 44	OF 71

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE 4-12-77 SIGNATURE [Signature] TITLE SR. RDR

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	POST MILES	DATE
04	SCI.	280, 87	1221/1241, 50/60	330	455

ENGINEER: *[Signature]*
 REGISTERED CIVIL ENGINEER NO. 224
 DATE APPROVED: April 29, 1968



NOTE: ALL BARS NO. 11 EXCEPT AS NOTED.
 NUMBERS AT ENDS OF BARS INDICATE LENGTH IN FEET FROM \pm SPAN FOR BOTTOM REINFORCEMENT AND \pm BENT FOR TOP REINFORCEMENT.
 \bigcirc DENOTES BUNDLED BARS.

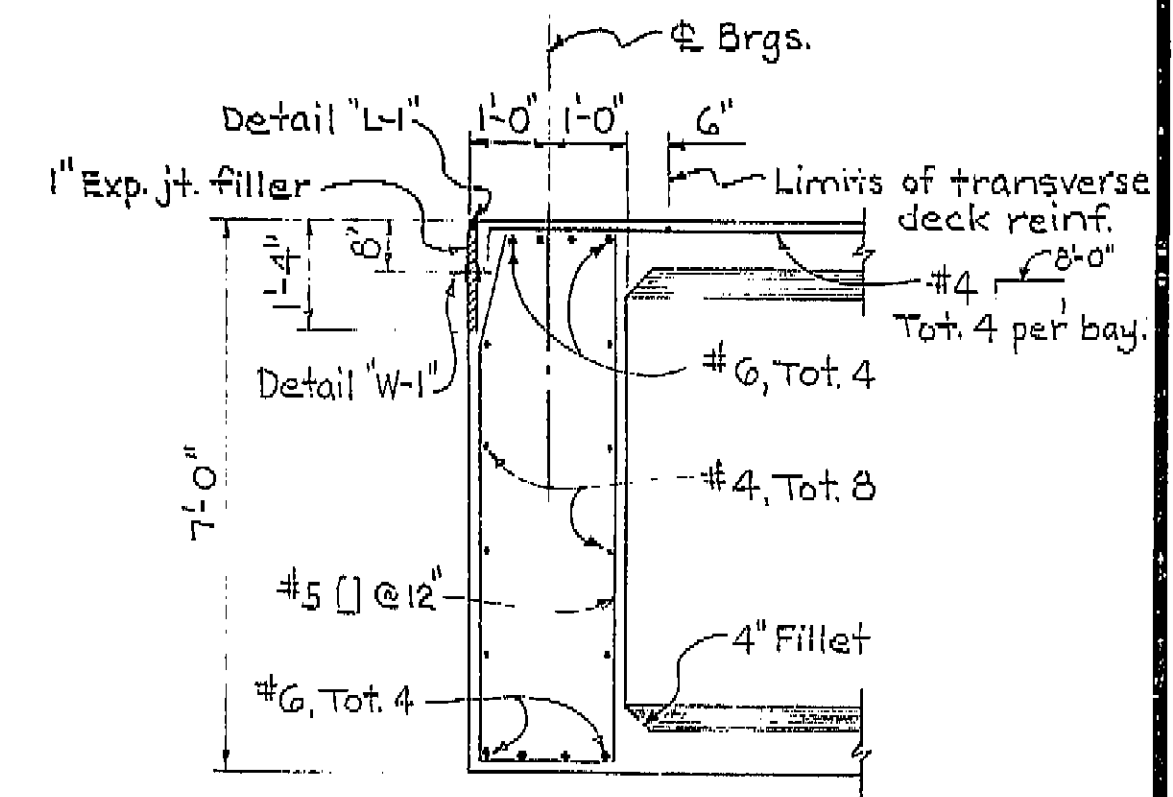
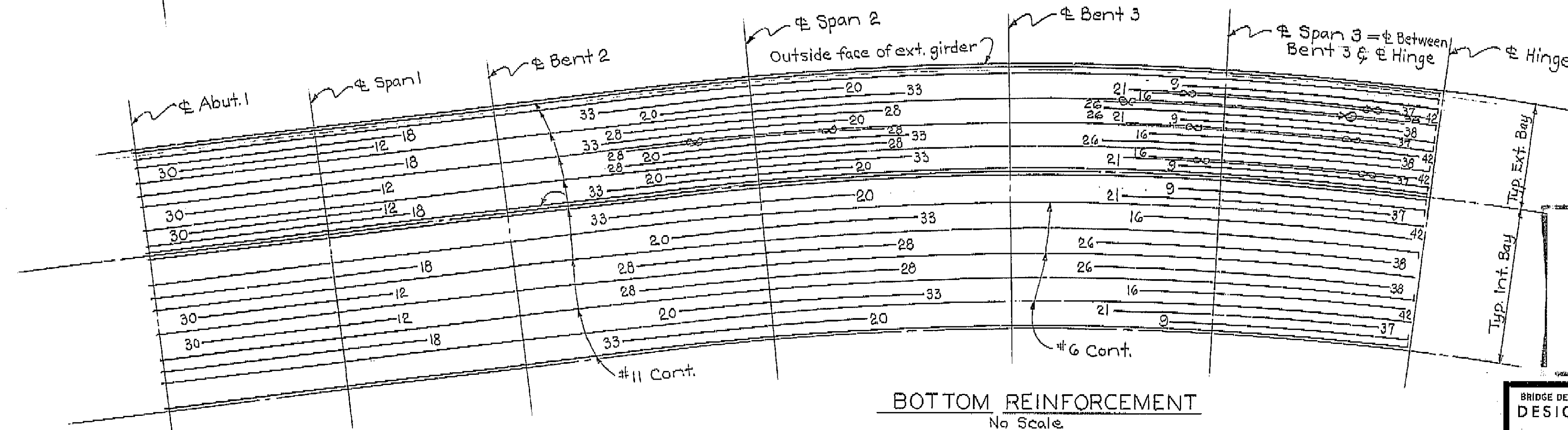
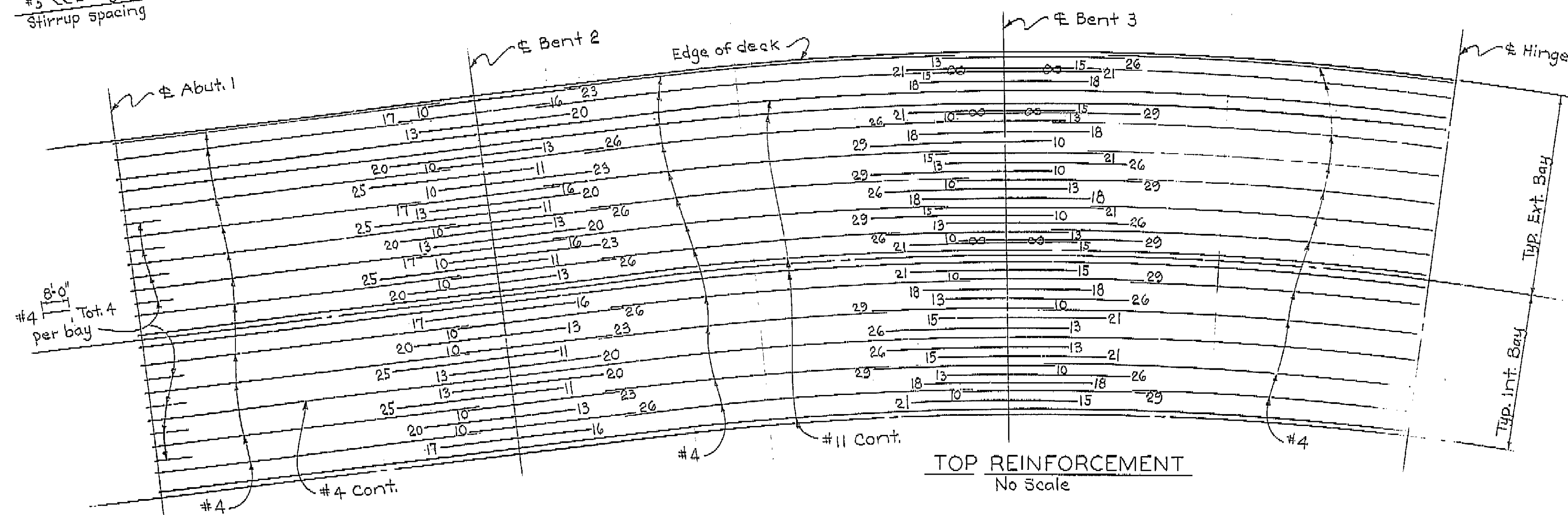
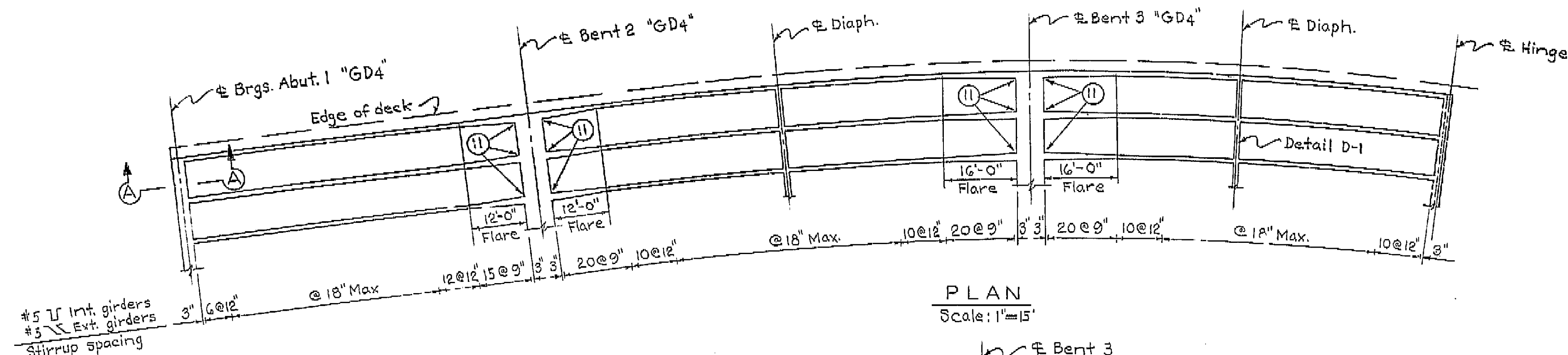
AS BUILT PLANS
 Contract No. 04-208434
 Date Completed 4/20/68
 Document No. 40003889

No **AS BUILT** HWO
 CORRECTIONS BY E. PAGE 5-71
 CONTRACT NO. 04-208434

BRIDGE DEPARTMENT	
DESIGN SECTION 9	
Section Supervisor	<i>[Signature]</i>
DESIGN	By <i>[Signature]</i>
DETAILS	By <i>[Signature]</i>
QUANTITIES	By <i>[Signature]</i>

STATE OF CALIFORNIA	
HIGHWAY TRANSPORTATION AGENCY	
DEPARTMENT OF PUBLIC WORKS	
DIVISION OF HIGHWAYS	
THREE CONNECTOR VIADUCT	
GIRDER REINFORCEMENT-FRAME 2	
BRIDGE NO. 37-270	POST MILE L 2.7
DRAWING NO. 37-270-23	SHEET 3 OF 71

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE 4-12-72 SIGNATURE *[Signature]* TITLE SA. RAY



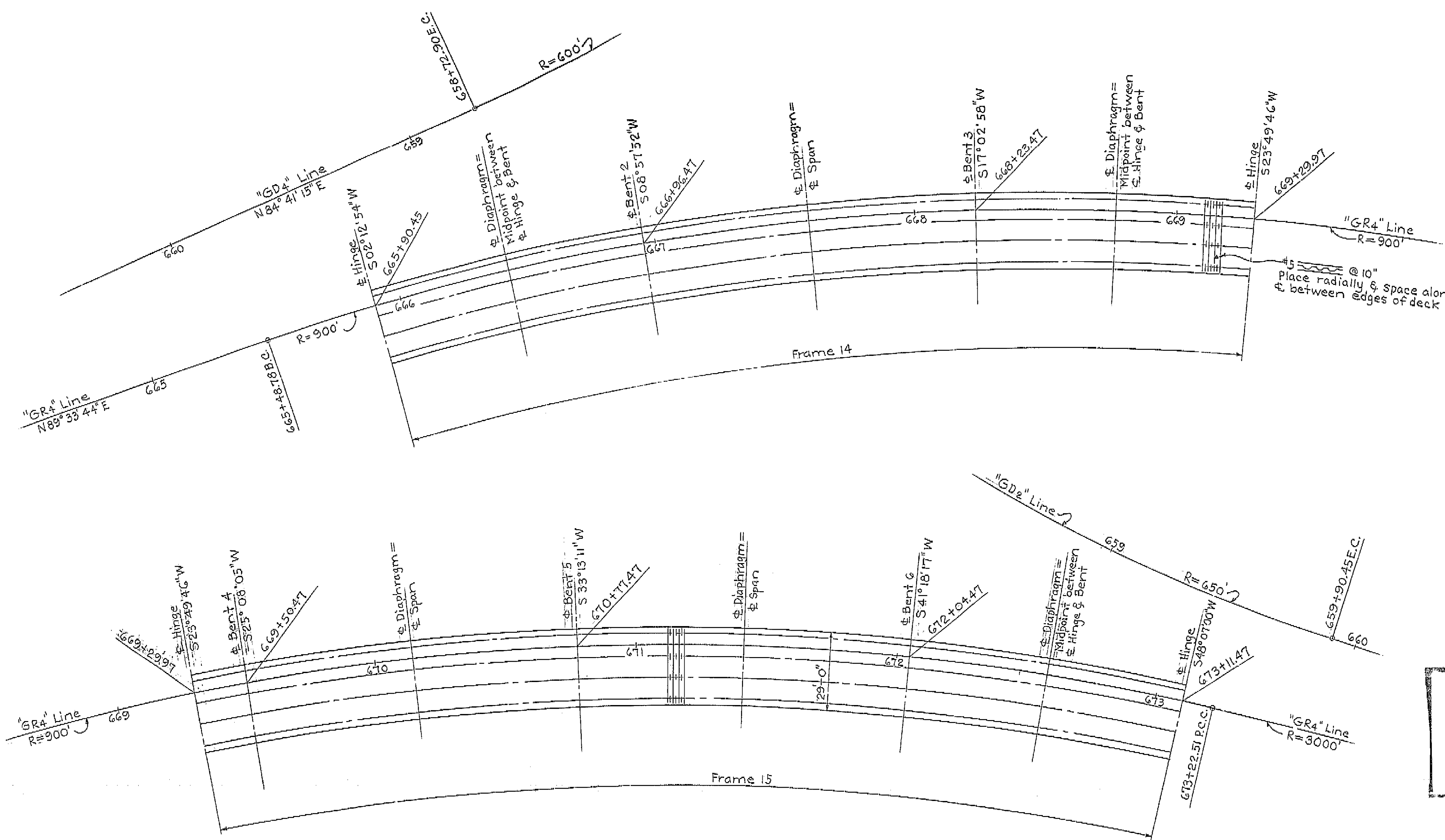
NOTE: ALL BARS NO. 11 EXCEPT AS NOTED.
NUMBERS AT ENDS OF BARS INDICATE LENGTH IN FEET FROM E SPAN FOR BOTTOM REINFORCEMENT AND E BENT FOR TOP REINFORCEMENT.
--- DENOTES BUNDLED BARS.

AS BUILT PLANS
Contract No. 04-208434
Date Completed
Document No. 40003889

No
AS BUILT
CORRECTIONS BY E. PAGE 571
CONTRACT NO. 04-208434

BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor: <i>A. E. Bach</i> DESIGN: <i>W. J. Nichols</i> DETAILS: <i>W. J. Nichols</i> QUANTITIES: <i>W. J. Nichols</i>		THREE CONNECTOR VIADUCT GIRDER REINFORCEMENT-FRAME I BRIDGE NO. 37-270 POST MILE L2.7 DRAWING NO. 37270-22 SHEET 42 OF 71	
DATE: 11-11-77 SIGNATURE: <i>James E. Nichols</i> TITLE: <i>SA</i>		DIVISION BARS (PRELIMINARY STAGE ONLY)	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
DATE: 11-11-77 SIGNATURE: *James E. Nichols* TITLE: *SA*



DIST.	COUNTY	ROUTE	POST MILES—TOTAL PROJECT	Sheet No.	Total Sheets
04	SCI	280.87	R21/R41 5.0/6.0	328	45

BRIDGE ENGINEER *[Signature]* REGISTERED CIVIL ENGINEER NO. *[illegible]*
DATE APPROVED *April 29, 1968*

AS BUILT PLANS
Contract No. 04-208434
Date Completed _____
Document No. 40003889

AS BUILT
CORRECTIONS BY E. PAGE 5-71
CONTRACT NO. 04-208434

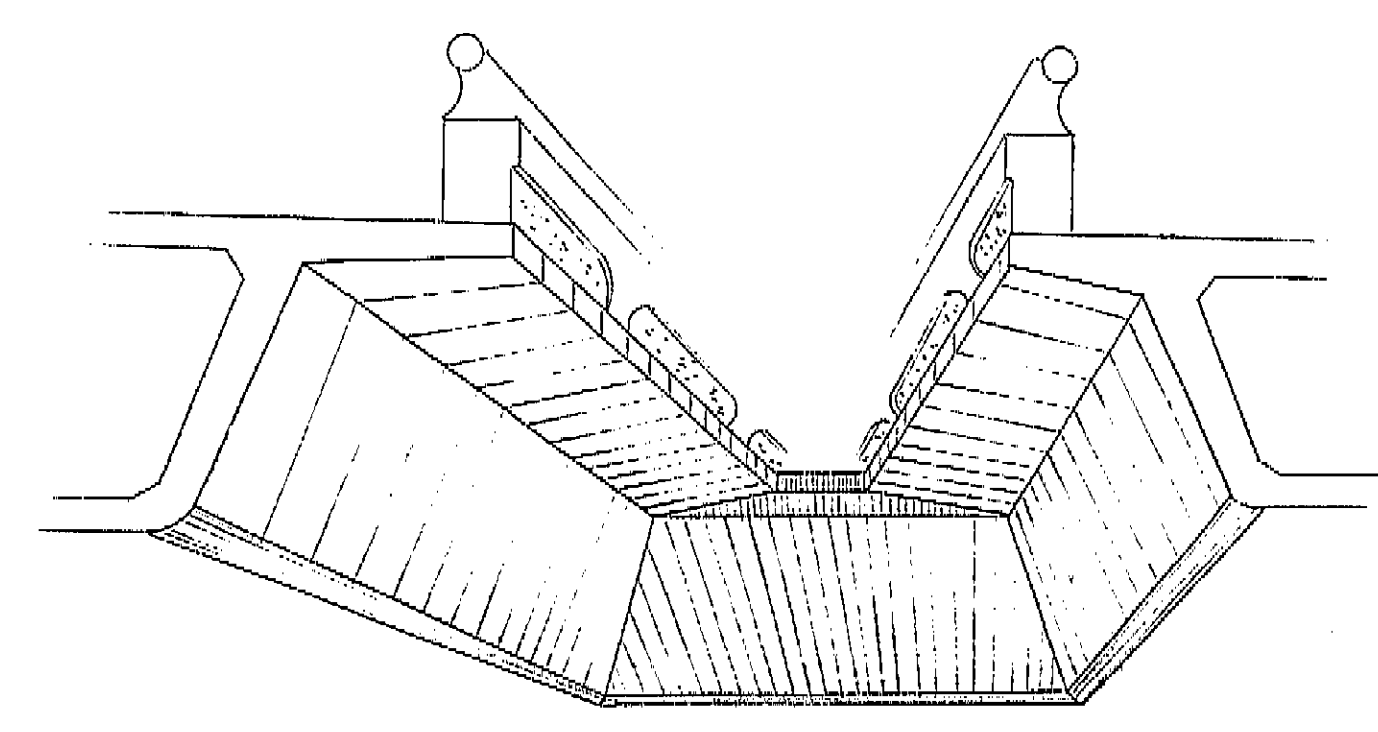
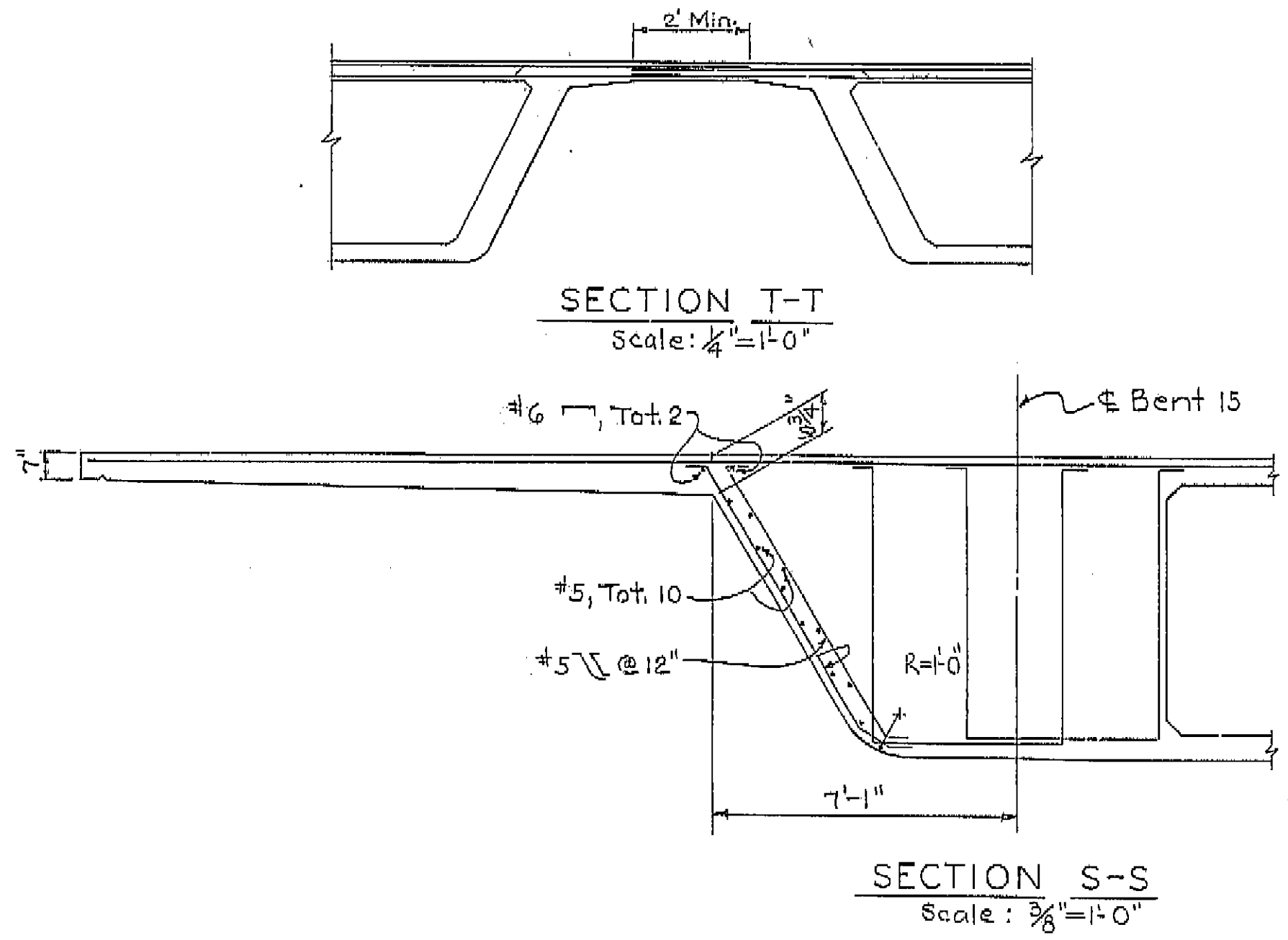
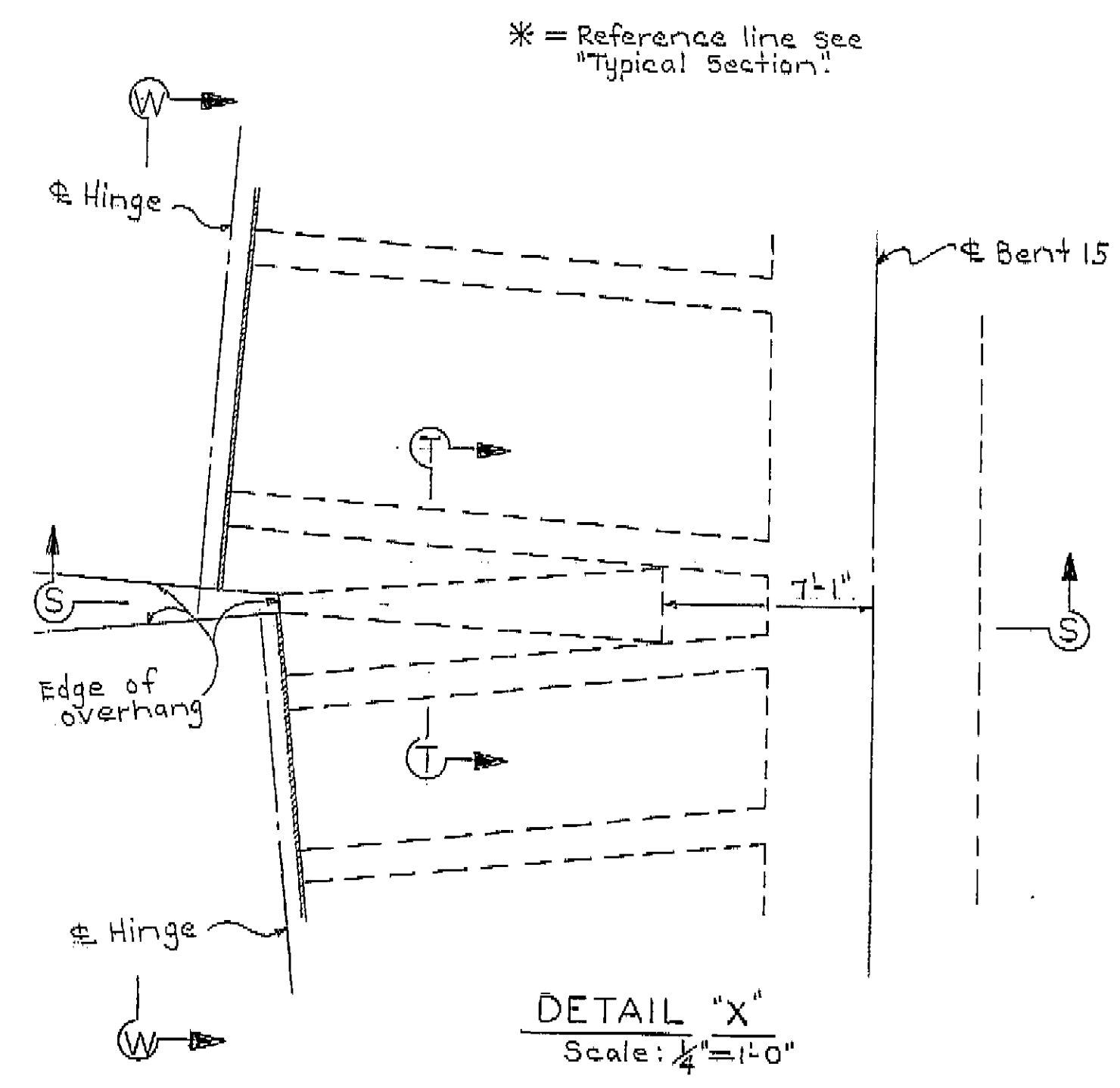
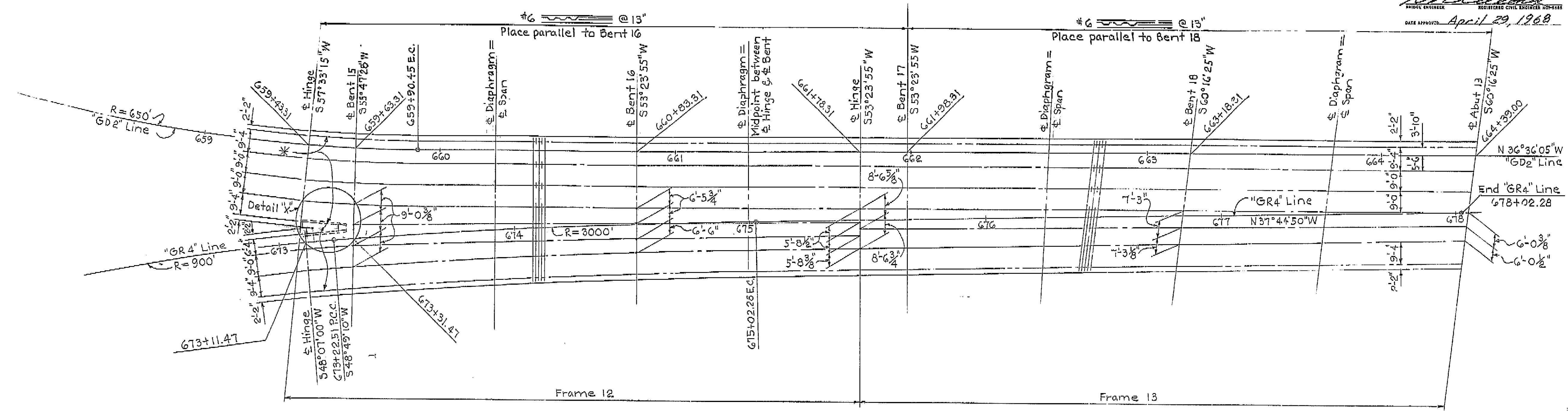
BRIDGE DEPARTMENT DESIGN SECTION		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor <u>A. E. Macke</u>			
DESIGN	By <u>P. J. Leary</u> Checked <u>T. LEARY</u>	THREE CONNECTOR VIADUCT FRAMES 14 & 15	
DETAILS	By <u>T. Leary</u> 10-67 Checked <u>T. LEARY</u>		
QUANTITIES	By <u>J. H. May</u> 2/68 Checked <u>J. H. May</u> 2/68	BRIDGE NO. <u>3T-270</u>	POST MILE <u>L2.7</u>
		DRAWING NO. <u>87270-21</u>	SHEET <u>41</u>
		OF <u>77</u>	
		PRELIMINARY (PAGE ONLY)	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL OF THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.

DATE 4-12-72 SIGNATURE *James E. [Signature]* TITLE *SA [Signature]*

DIST.	COUNTY	ROUTE	POST MILES - TOTAL PROJECT	SHEET	TOTAL SHEETS
04	SCI	280, 87	RE 17/RA 1, 38/10	327	455

BRIDGE ENGINEER
[Signature]
 DATE APPROVED: April 29, 1968



No
AS BUILT
 CORRECTIONS BY E. PAGE 5-71
 CONTRACT NO. 04-208434

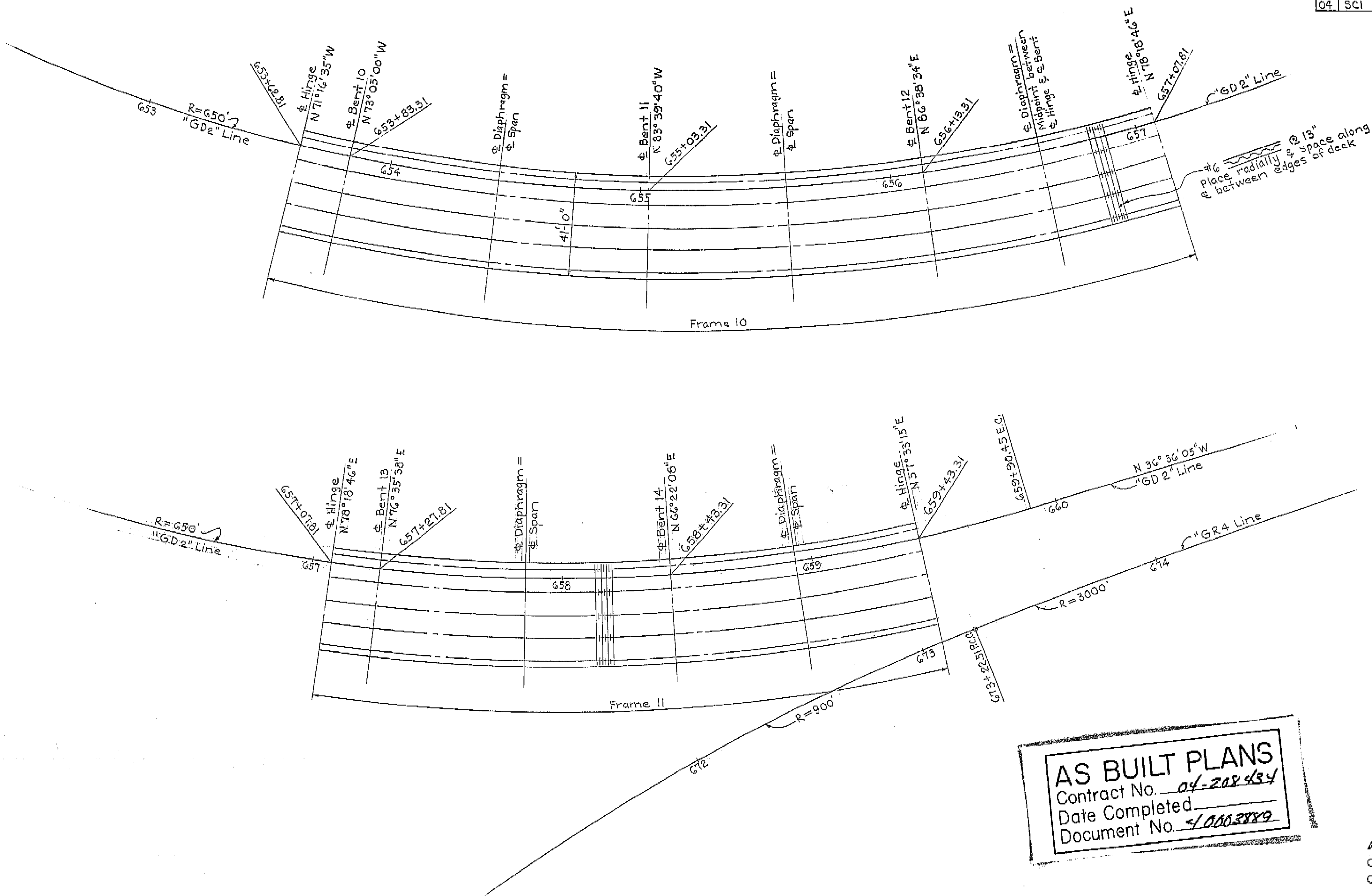
AS BUILT PLANS
 Contract No. 04-208434
 Date Completed
 Document No. 40003889

BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor <u>A. E. Bachus</u>	DESIGN By <u>T. Leamy</u> Checked <u>T. Leamy</u>	THREE CONNECTOR VIADUCT	
DETAILS By <u>T. Leamy</u> Checked <u>T. Leamy</u>	QUANTITIES By <u>T. Leamy</u> Checked <u>T. Leamy</u>	FRAMES 12 & 13	
BRIDGE NO. <u>37-270</u>	POST MILE <u>4.27</u>	DRAWING NO. <u>87270-20</u>	SHEET <u>40</u> OF <u>71</u>
REVISION DATA		PRELIMINARY STAGE <u>REV</u>	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE 4-11-68 SIGNATURE [Signature] TITLE Asst. Dir.

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET	TOTAL
04	SCI	28087	R21/141, 80/60	326	455

BRIDGE ENGINEER
 DATE APPROVED April 29, 1968



AS BUILT PLANS
 Contract No. 04-208434
 Date Completed
 Document No. 40003889

No
AS BUILT
 CORRECTIONS BY E. PAGE 5/7
 CONTRACT NO. 04-208434

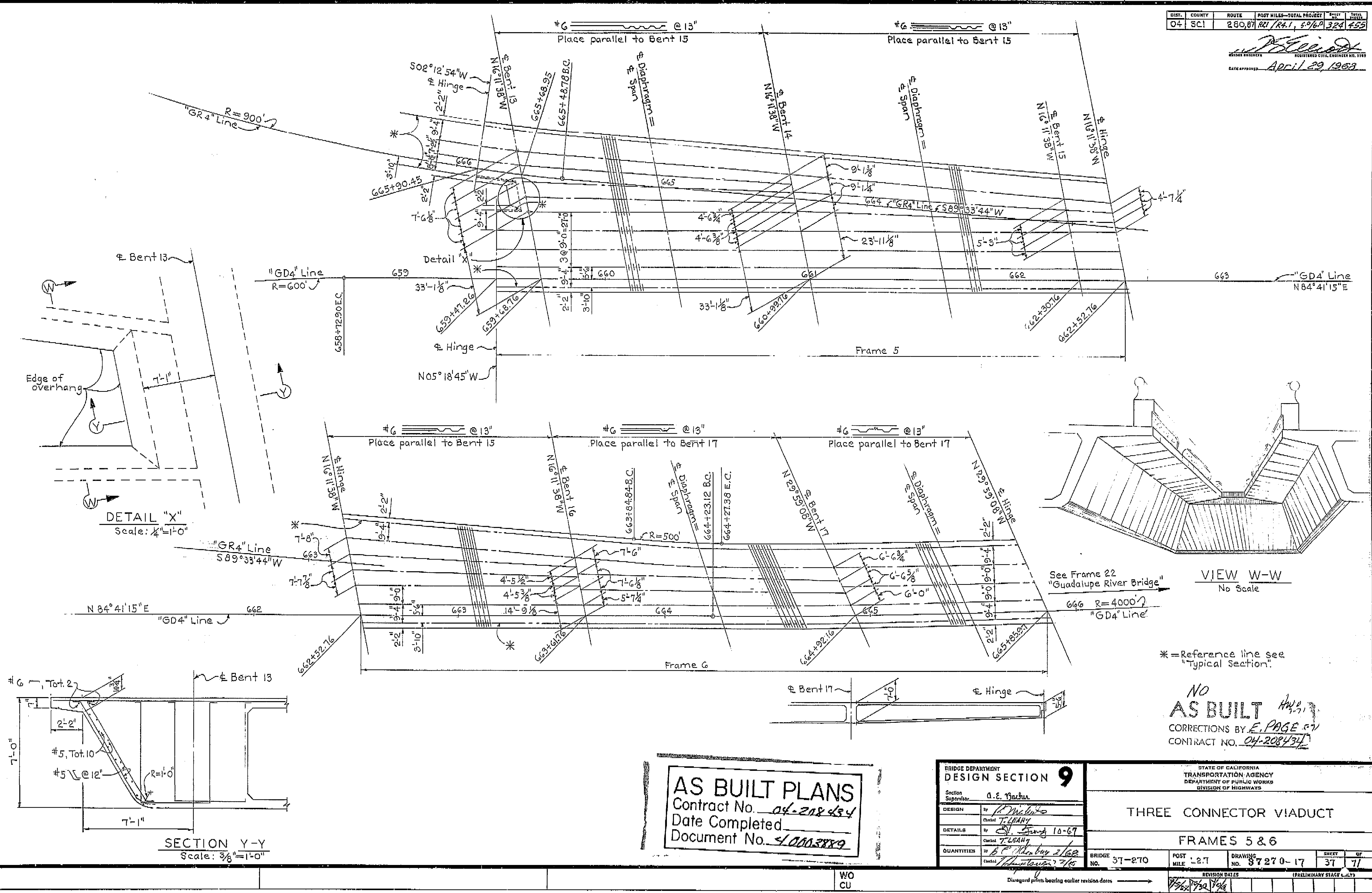
BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor: G. E. Bachman Division: T. LEAHY Details: T. LEAHY Quantities: T. LEAHY		THREE CONNECTOR VIADUCT FRAMES 10 & 11	
BRIDGE NO. 37-270	POST MILE 12.7	DRAWING NO. 87270-19	SHEET 39 OF 71
DISCARD PRIOR BEARING EARLIER REVISION DATES REVISION DATES: 1/14/68			

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE 4-12-72 SIGNATURE [Signature] TITLE [Title]

326

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET	TOTAL
04	SCI	280.07	RM 1/4.1, 5.0/6.0	324	455

DESIGNED BY *E. Page*
 REGISTERED CIVIL ENGINEER NO. 5185
 DATE APPROVED *April 29, 1963*

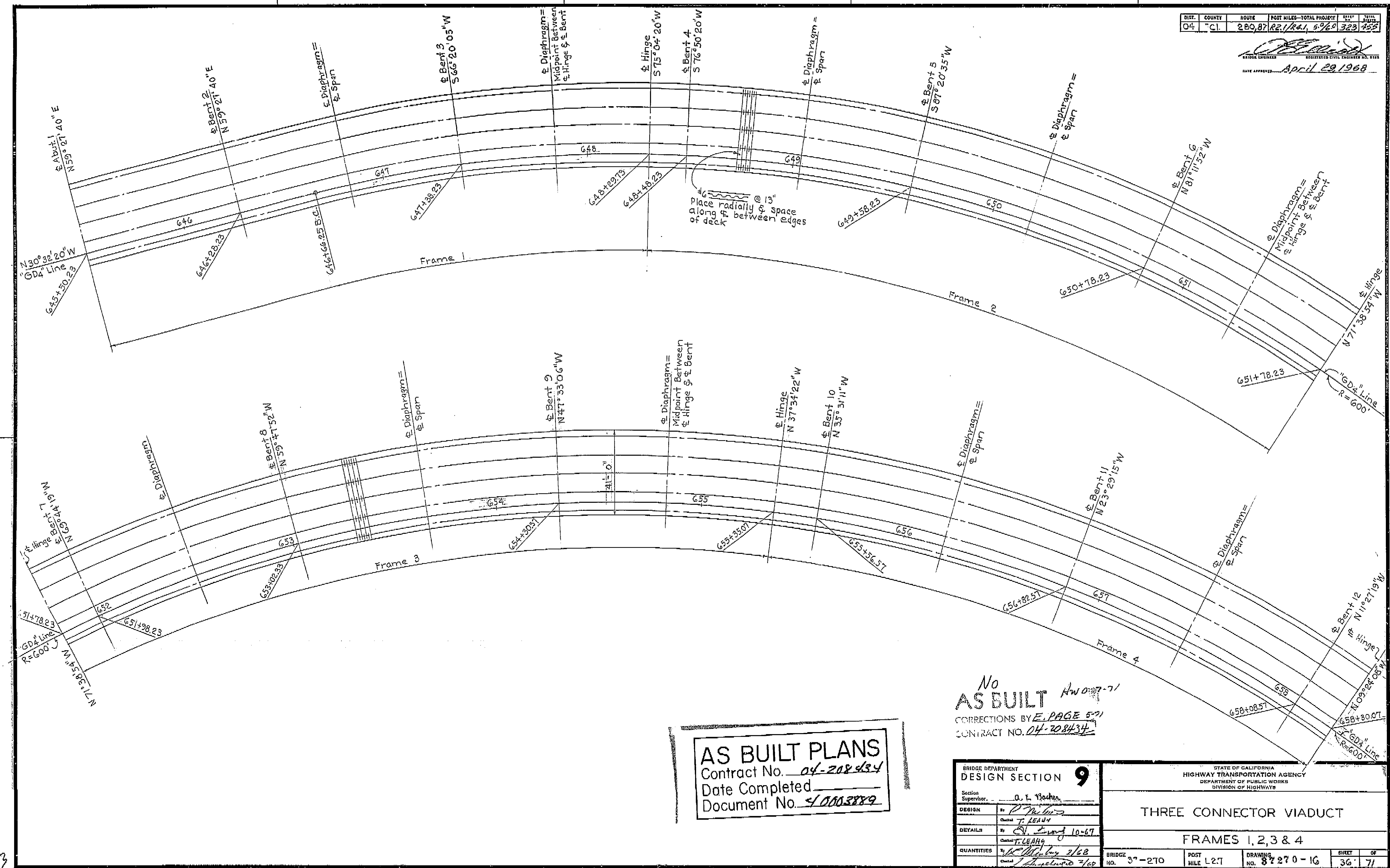


AS BUILT PLANS
 Contract No. *04-208434*
 Date Completed
 Document No. *40003889*

BRIDGE DEPARTMENT DESIGN SECTION 9	
Section Supervisor	<i>O. E. Puchua</i>
DESIGN	By <i>P. McIntosh</i>
DETAILS	By <i>T. Leary</i>
QUANTITIES	By <i>B. C. McIntosh</i>

STATE OF CALIFORNIA TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS			
THREE CONNECTOR VIADUCT			
FRAMES 5 & 6			
BRIDGE NO.	31-270	POST MILE	1.27
DRAWING NO.	87270-17	SHEET	37
DATE <i>1-1-63</i> SIGNATURE <i>[Signature]</i>			

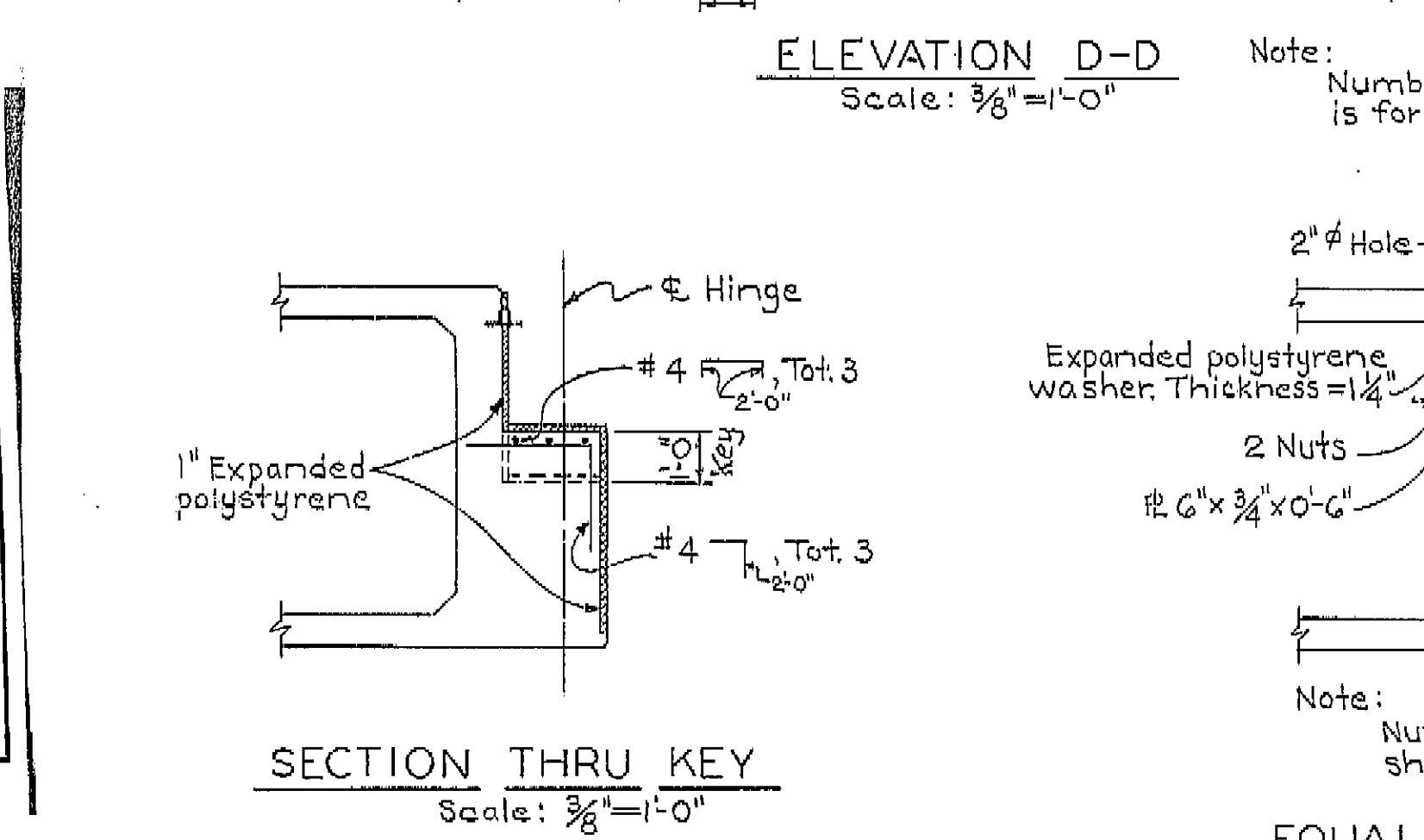
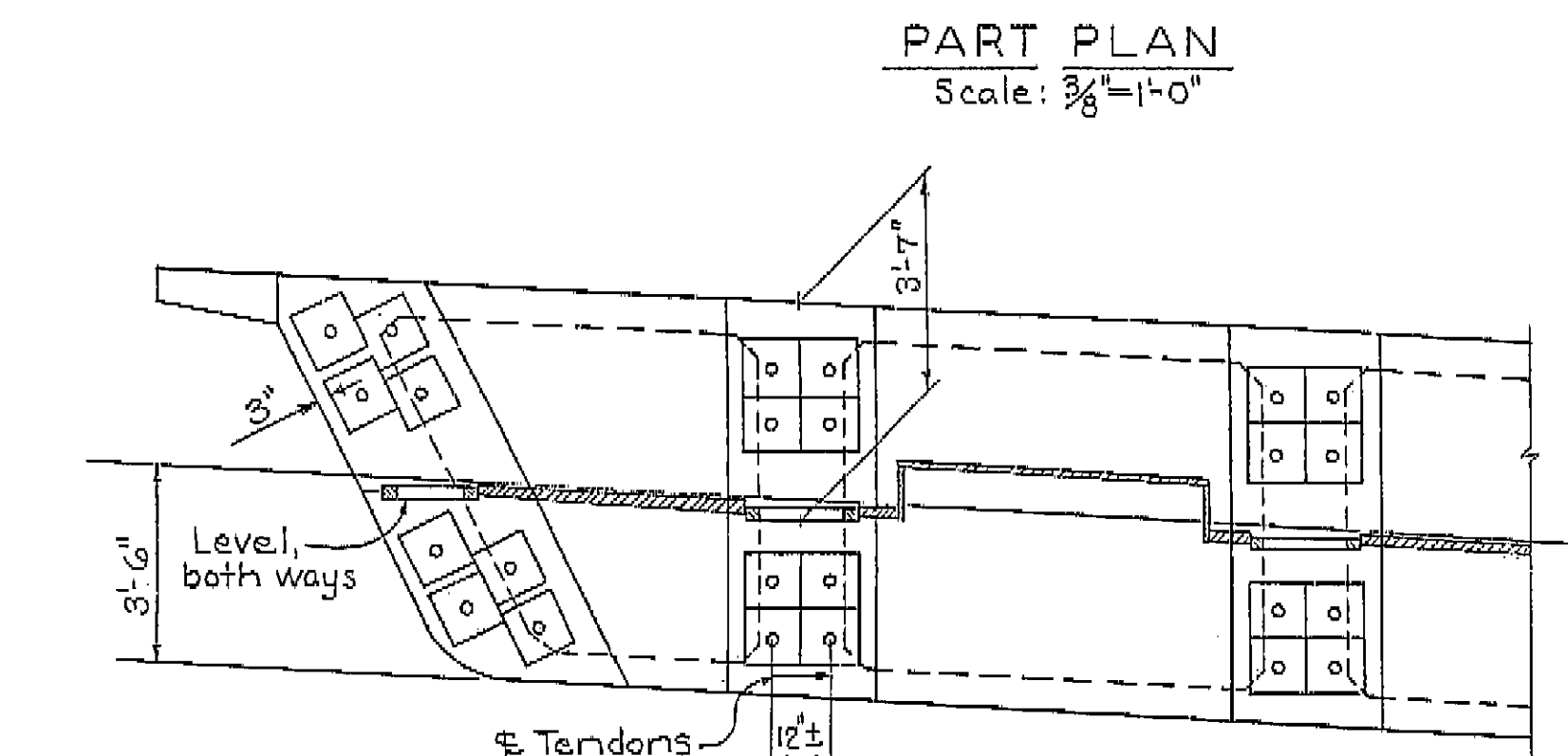
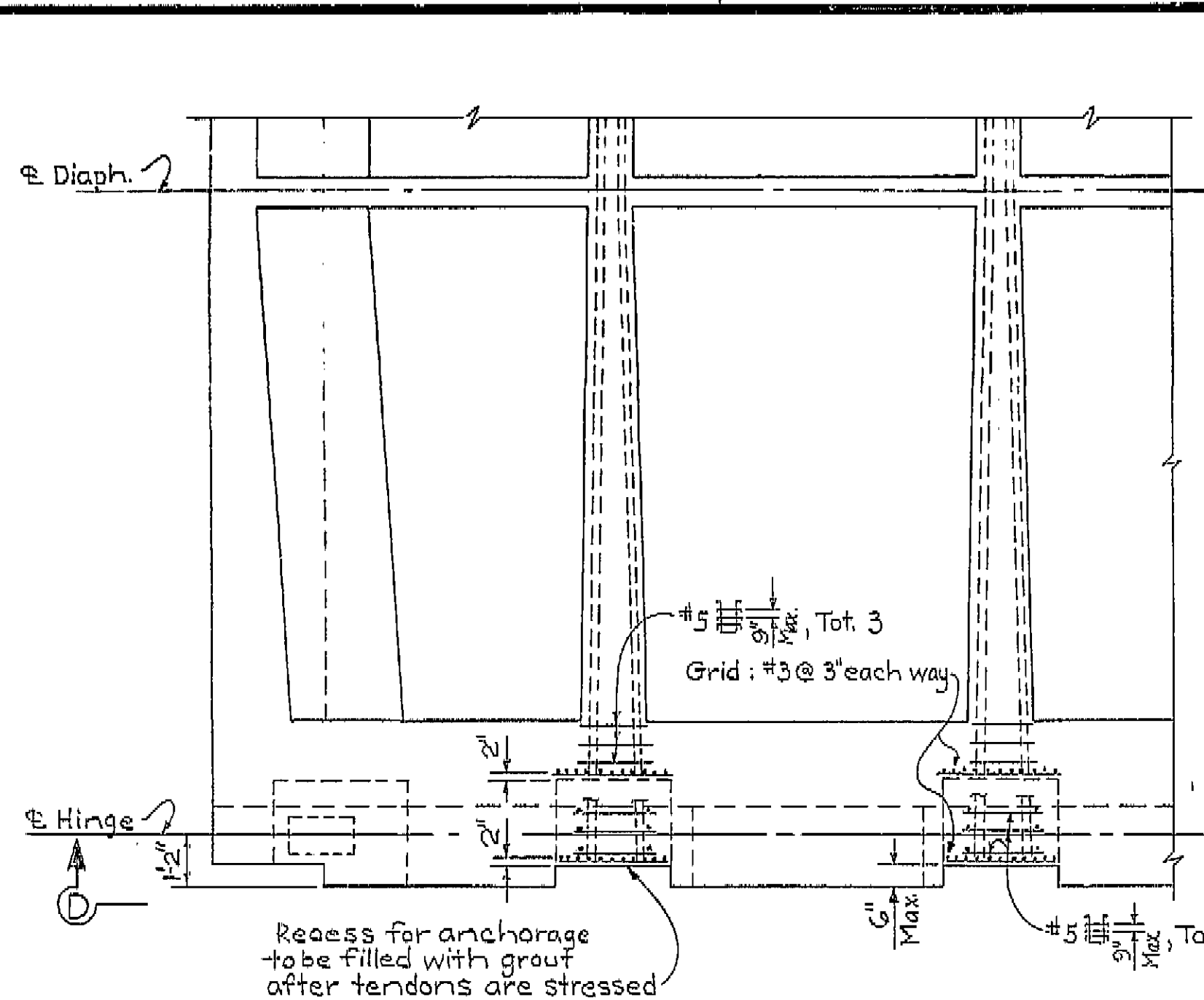
I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE *1-1-63* SIGNATURE *[Signature]* TITLE *[Title]*



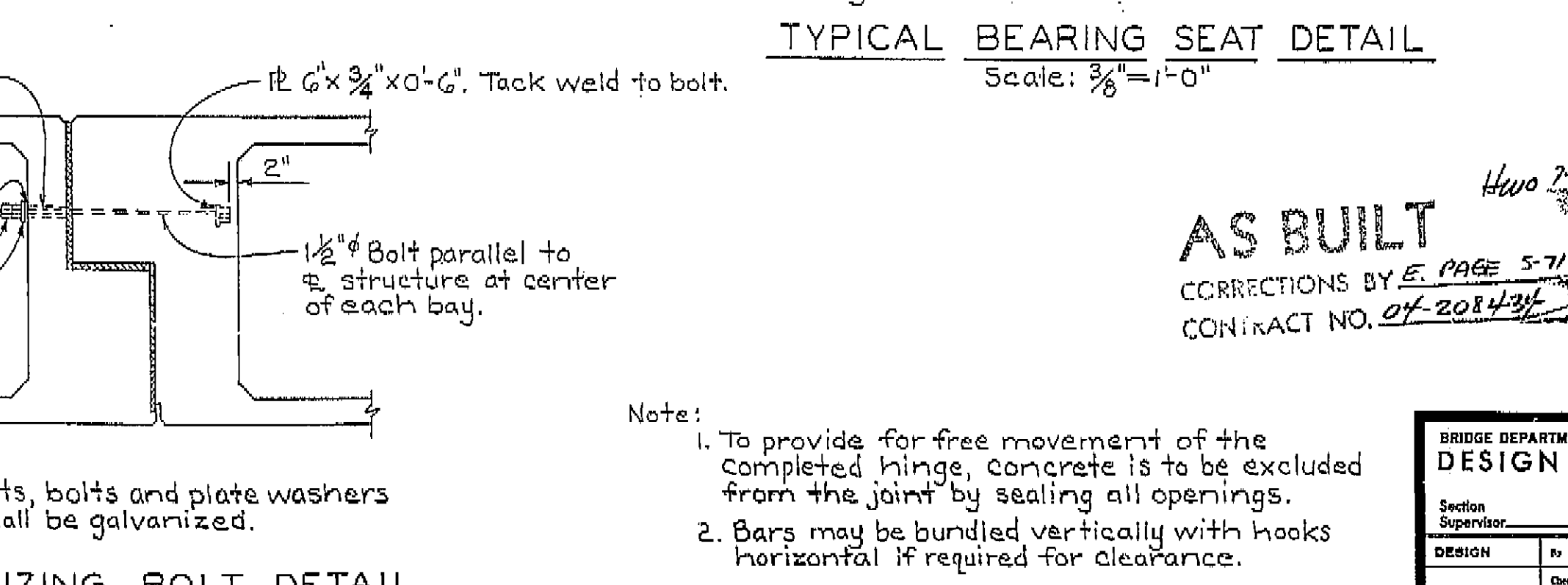
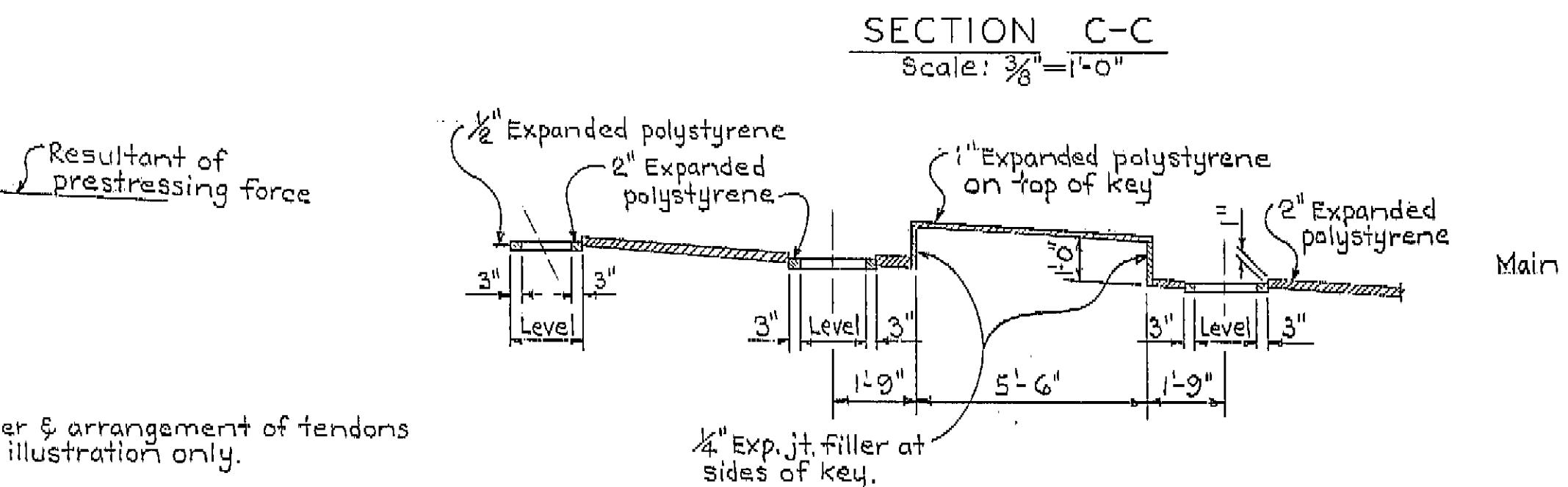
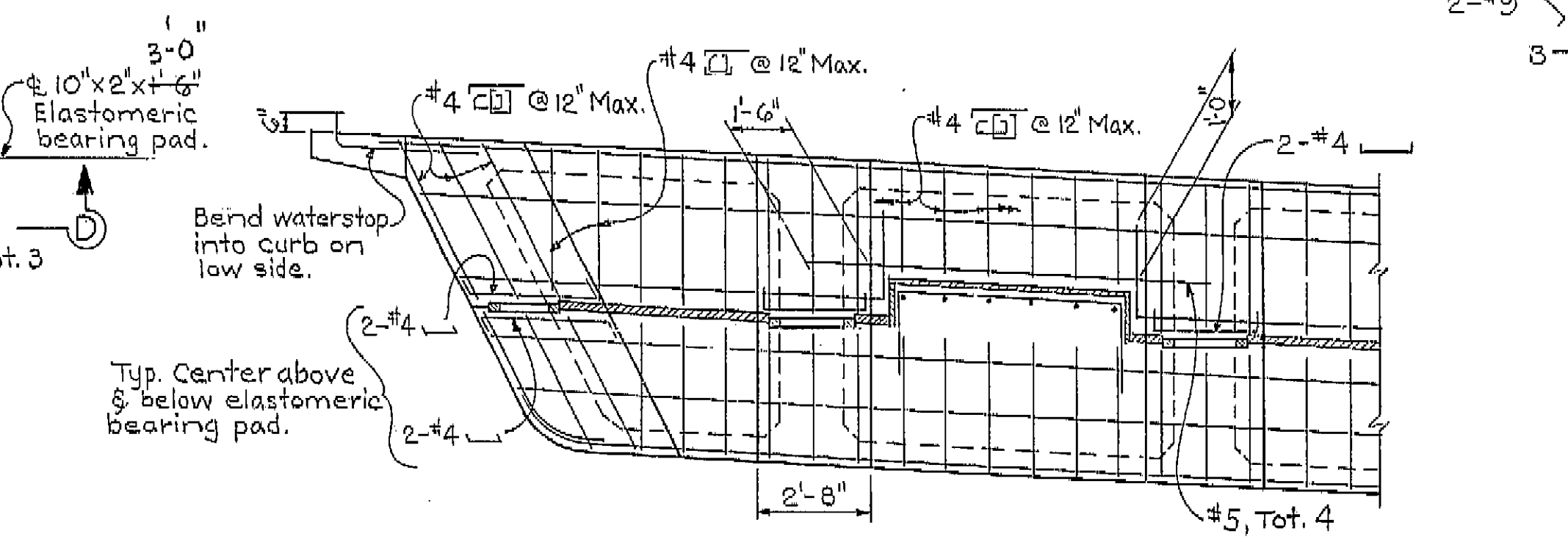
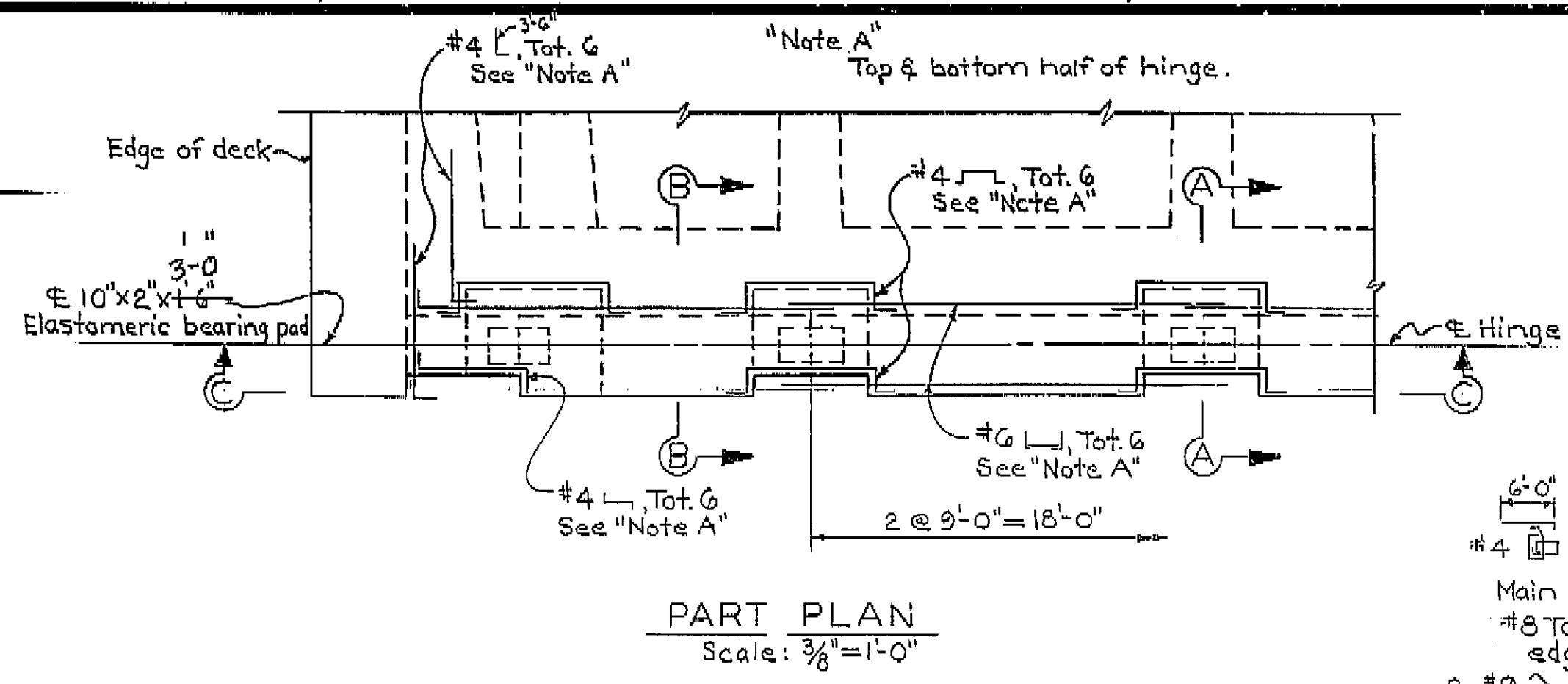
I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.

DATE 4-11-72 SIGNATURE J. L. Mader TITLE SA. RMR

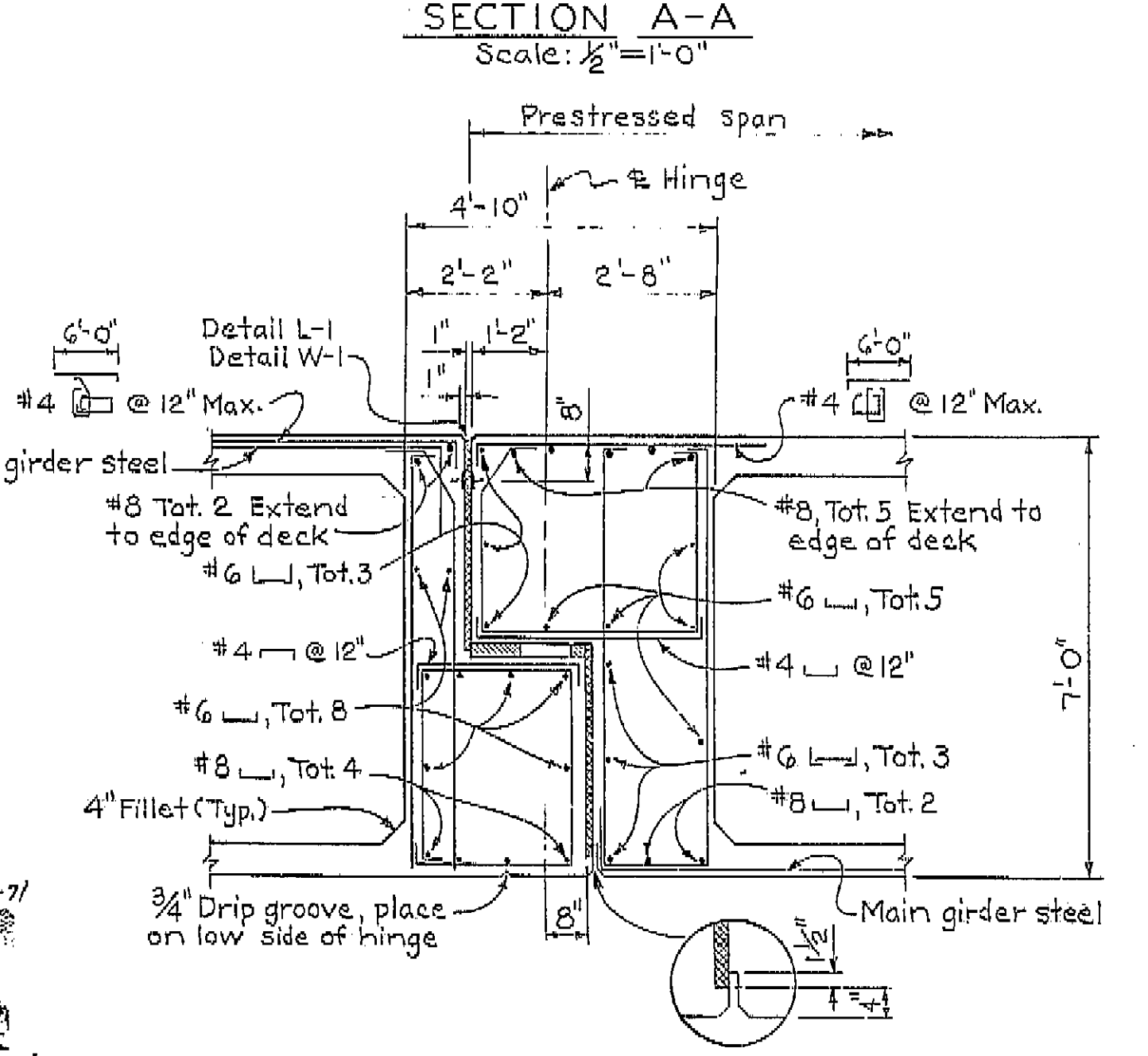
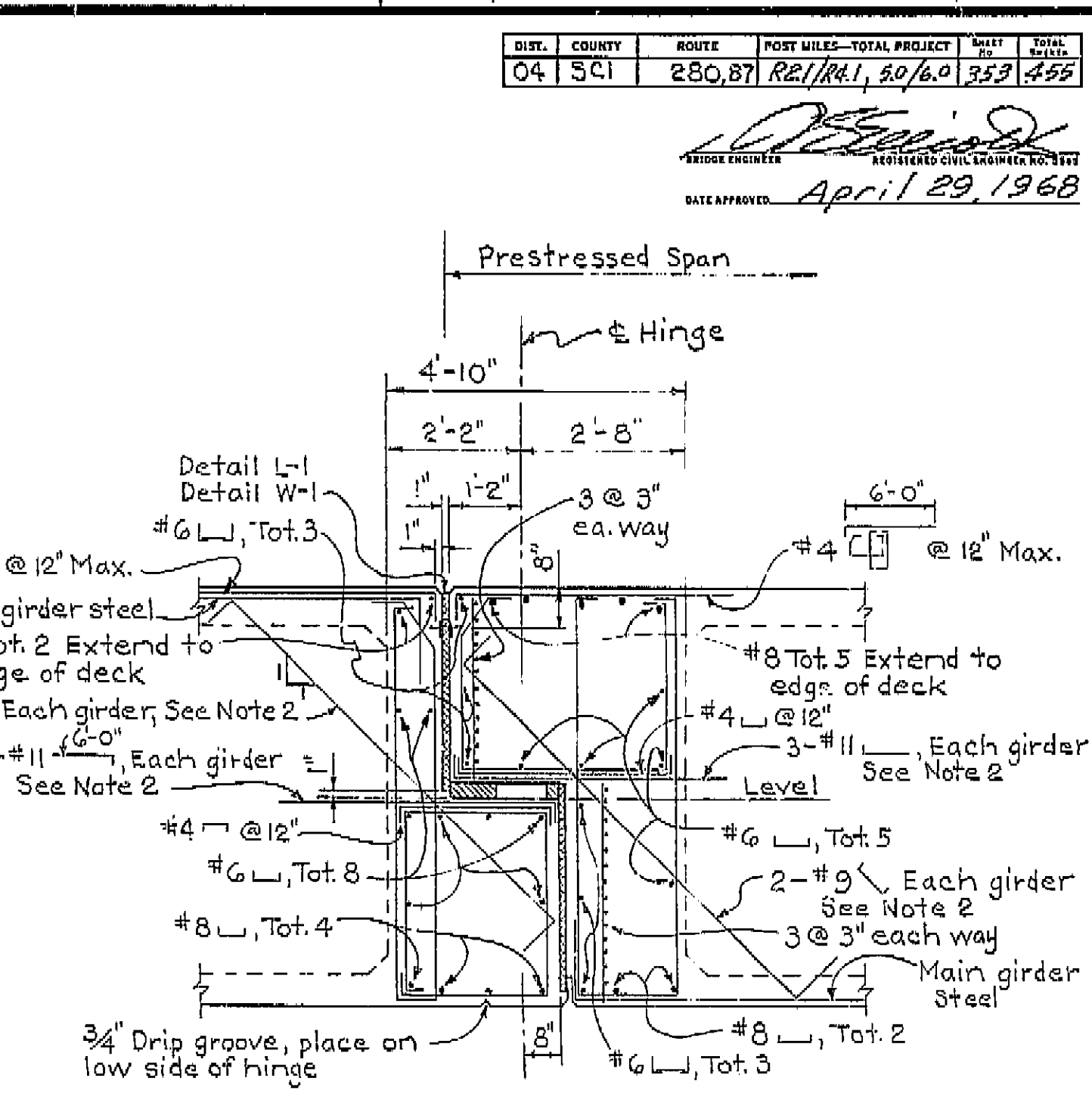
AS BUILT PLANS
Contract No. 04-208-454
Date Completed 4/10/68
Document No. 4003889



SECTION THRU KEY
Scale: 3/8"=1'-0"



EQUALIZING BOLT DETAIL
Scale: 3/8"=1'-0"



SECTION B-B
Scale: 1/2"=1'-0"

AS BUILT
CORRECTIONS BY E. PAGE 5-7
CONTRACT NO. 04-208-454

- Note:
- To provide for free movement of the completed hinge, concrete is to be excluded from the joint by sealing all openings.
 - Bars may be bundled vertically with hooks horizontal if required for clearance.

BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor: A.E. Bachus		THREE CONNECTOR VIADUCT	
DESIGN: By: [Signature]		HINGE DETAILS - PRESTRESSED SPAN	
DETAILS: By: [Signature]		BRIDGE NO. 37-270	
QUANTITIES: By: [Signature]		POST MILE L2.7	
		DRAWING NO. 37270-69	
		SHEET 66 OF 71	
		REVISION DATES	
		(PRELIMINARY) []	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
DATE 4-12-72 SIGNATURE [Signature] TITLE SA. ROK

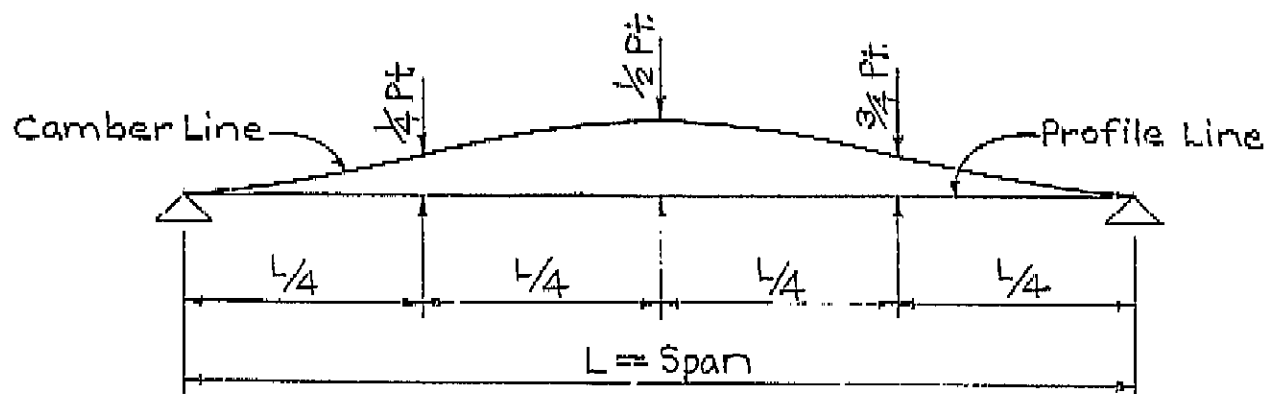
DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET	TOTAL SHEETS
04	SCI	280,87	82.1/144.1 59%	321	455

DATE APPROVED: April 29, 1968
 BY: [Signature]
 TITLE: ENGINEER

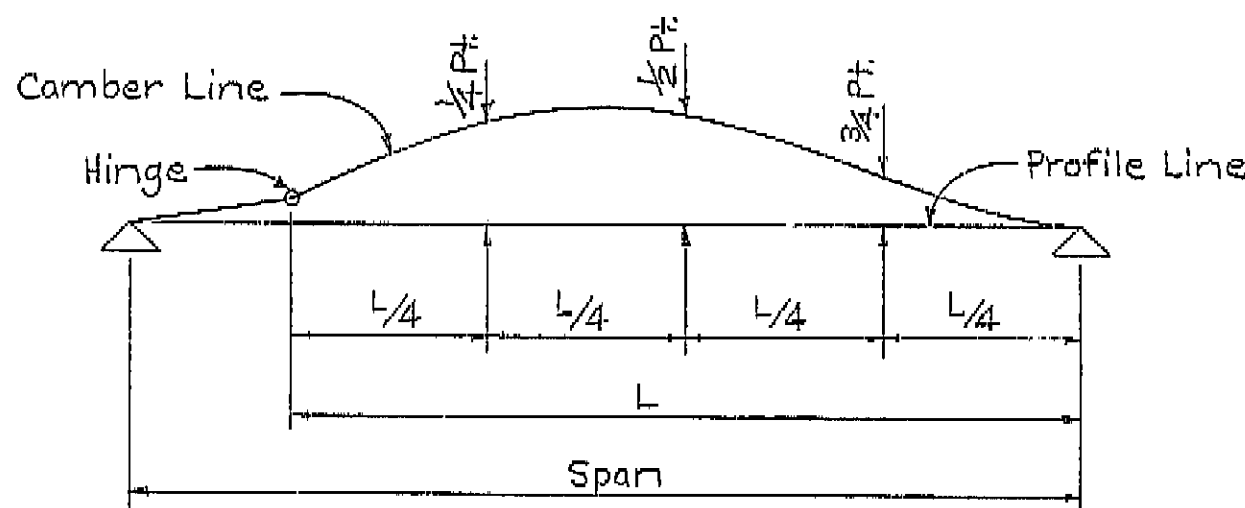
LINE	SPAN	HINGE	1/4 PT.	1/2 PT.	3/4 PT.	HINGE
"GD2"	1		.01'	.01'	.00'	
	2		.06'	.10'	.05'	
	3		.05'	.10'	.10'	.03'
	4		.05'	.09'	.05'	
	5		.07'	.12'	.06'	
	6		.07'	.15'	.14'	.04'
	7		-.01'	.00'	-.01'	
	8		.08'	.12'	.07'	
	9		.01'	.03'	.03'	.00'
	10		.09'	.14'	.08'	
	11		.03'	.06'	.03'	
	12		.05'	.11'	.10'	.03'
	13		.05'	.09'	.05'	
	14		.07'	.14'	.12'	.02
	15		.06'	.10'	.06'	
	16		.04'	.09'	.09'	
	17		.05'	.08'	.03'	
	18		.12'	.24'	.20'	

LINE	SPAN	HINGE	1/4 PT.	1/2 PT.	3/4 PT.	HINGE
"GD4"	1		.03'	.03'	.01'	
	2		.05'	.09'	.05'	
	3		.04'	.09'	.08'	.02'
	4		.04'	.07'	.04'	
	5		.07'	.12'	.06'	
	6		.06'	.13'	.12'	.04'
	7		.01'	.03'	.01'	
	8		.11'	.18'	.10'	
	9		.06'	.14'	.13'	.03'
	10		.08'	.15'	.09'	
	11		.05'	.08'	.02'	
	12	.10	*	*	*	.10
	13		.04'	.11'	.06'	
	14		.09'	.15'	.08'	
	15	.04'	.15'	.16'	.07'	
	16		.09'	.16'	.09'	
	17	.04'	.04'	.10'	.09'	

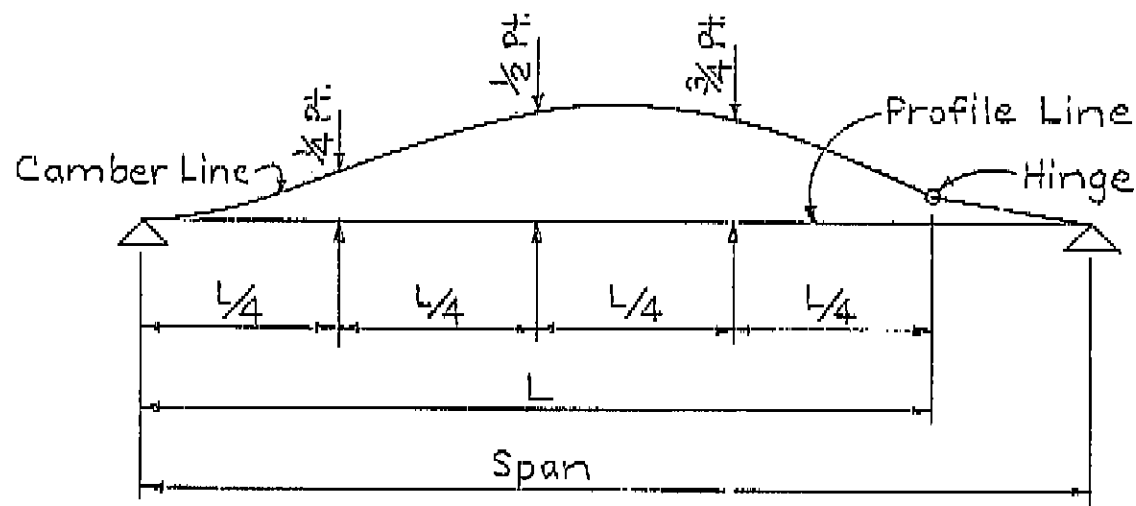
Prestressed Span



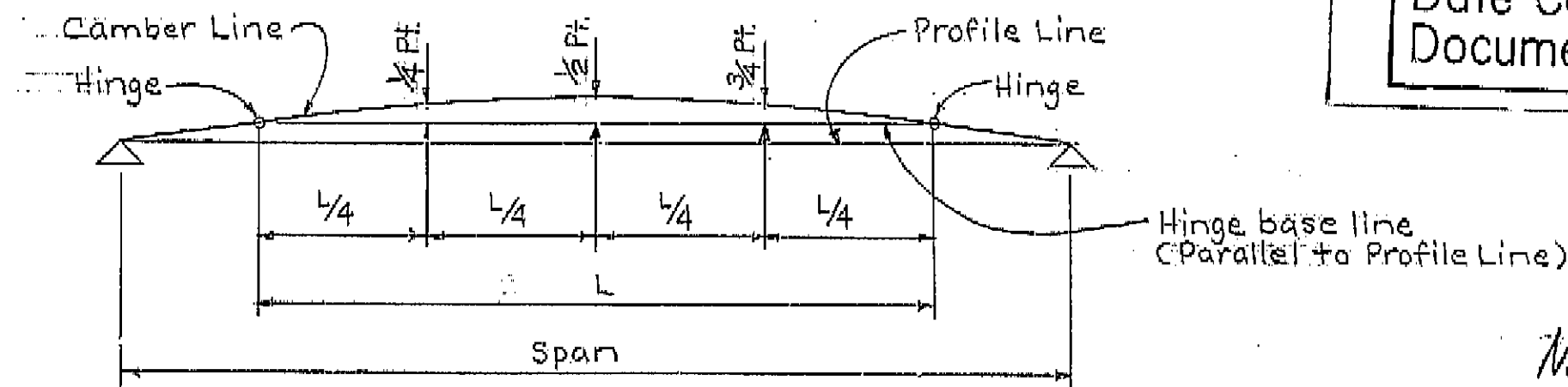
NORMAL SPAN



HINGE SPAN - LEFT SIDE



HINGE SPAN - RIGHT SIDE



PRESTRESSED SPAN

AS BUILT PLANS
 Contract No. 04-208434
 Date Completed 10/1/68
 Document No. 40003889

No. 116
AS BUILT
 CORRECTIONS BY E. PAGE 05-71
 CONTRACT NO. 04-208434

LINE	SPAN	HINGE	1/4 PT.	1/2 PT.	3/4 PT.	HINGE
"GR4"	1	.03'	.13'	.14'	.06'	
	2		.07'	.12'	.07'	
	3		.07'	.15'	.14'	.03'
	4		.07'	.13'	.07'	
	5		.07'	.13'	.07'	
	6		.08'	.16'	.14'	.02'

* Note:

Measured from Hinge base line

	1/4 Pt.	1/2 Pt.	3/4 Pt.
(Final) Dead Load Camber only	+0.33'	+0.44'	+0.33'
(Final) Prestressed Camber only	-0.33'	-0.47'	-0.35'
+ Means upward camber			
- Means downward camber			

NOTE:

CAMBER DIAGRAMS ARE FOR THE TOTAL GIRDER DEFLECTION DUE TO DEAD LOADS.
 THE TOTAL DEFLECTION WILL BE REACHED ABOUT 4 YEARS AFTER FALSEWORK REMOVAL.
 FOR VALUES AT TIME OF FALSEWORK REMOVAL, DIVIDE THOSE SHOWN BY 4 FOR CONTINUOUS SPANS AND CANTILEVERS, DIVIDE BY 3 FOR SIMPLE SPANS.
 THE AMOUNT OF CAMBER FOR CONSTRUCTION WILL BE DETERMINED BY THE ENGINEER.

BRIDGE DEPARTMENT	DESIGN SECTION	9
Section Supervisor	A. E. Fischer	
DESIGN	By	C. J. M. [Signature]
Checked	By	[Signature] 10/2/68
DETAILS	By	[Signature] 1-6-68
Checked	By	[Signature] 10/2/68
QUANTITIES	By	[Signature] 10/2/68
Checked	By	[Signature] 10/2/68

STATE OF CALIFORNIA	HIGHWAY TRANSPORTATION AGENCY	DEPARTMENT OF PUBLIC WORKS	DIVISION OF HIGHWAYS
THREE CONNECTOR VIADUCT			
CAMBER DIAGRAMS			
BRIDGE NO.	37-270	POST MILE	L2.7
DRAWING NO.	37270-56	SHEET	34
DATE	11-12-72	SIGNATURE	[Signature]
TITLE	SA. RDM		

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE 11-12-72 SIGNATURE [Signature] TITLE SA. RDM

FIELD STUDY
DRAWN BY
CHECKED BY
APPROVED BY

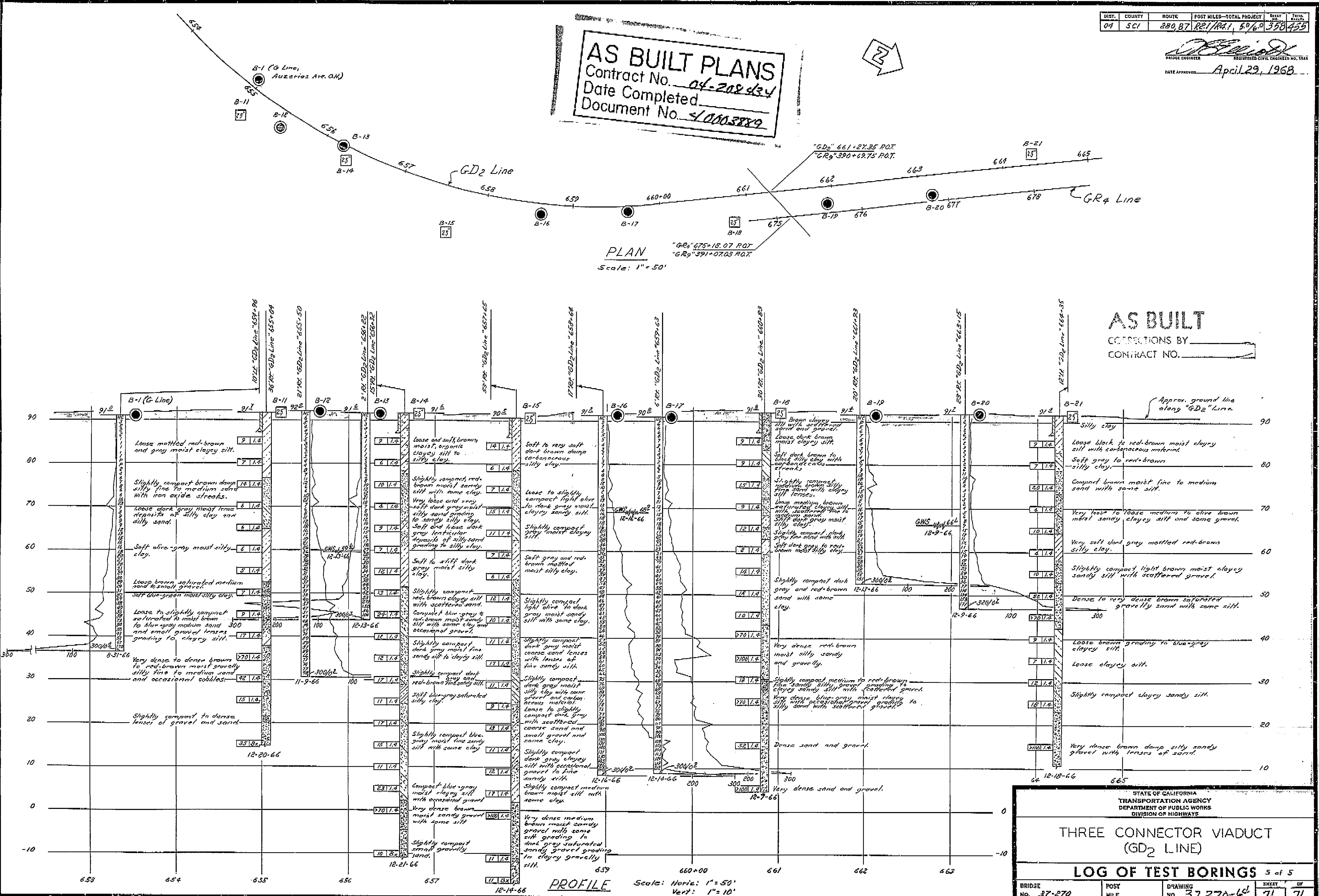
BIDGE DEPARTMENT
ENGINEERING GEOLOGY SECTION

LEGEND OF EARTH MATERIALS

CLASSIFICATION OF MATERIAL BASED ON STANDARD GRADE SIZE LIMITS

Diagrams showing the standard size limits for various soil materials. The legend includes symbols for: SILTY CLAY OR CLAYEY SILT, SILTY SAND, SAND, SILT, CLAY, SANDY CLAY OR CLAYEY SAND, SANDY SILT OR SILTY SAND, GRAVEL, ORGANIC MATERIAL, FILL MATERIAL, BEDROCK, SEMI-BEDROCK, METAMORPHIC ROCK, and TEST PIT.

NOTE: Classification of earth material as shown on this sheet is based upon field inspection and is not to be construed to imply mechanical analysis.



FIELD STUDY	12-66
DRAWN	2-23-66
CHECKED	6-11-61
APPROVED	

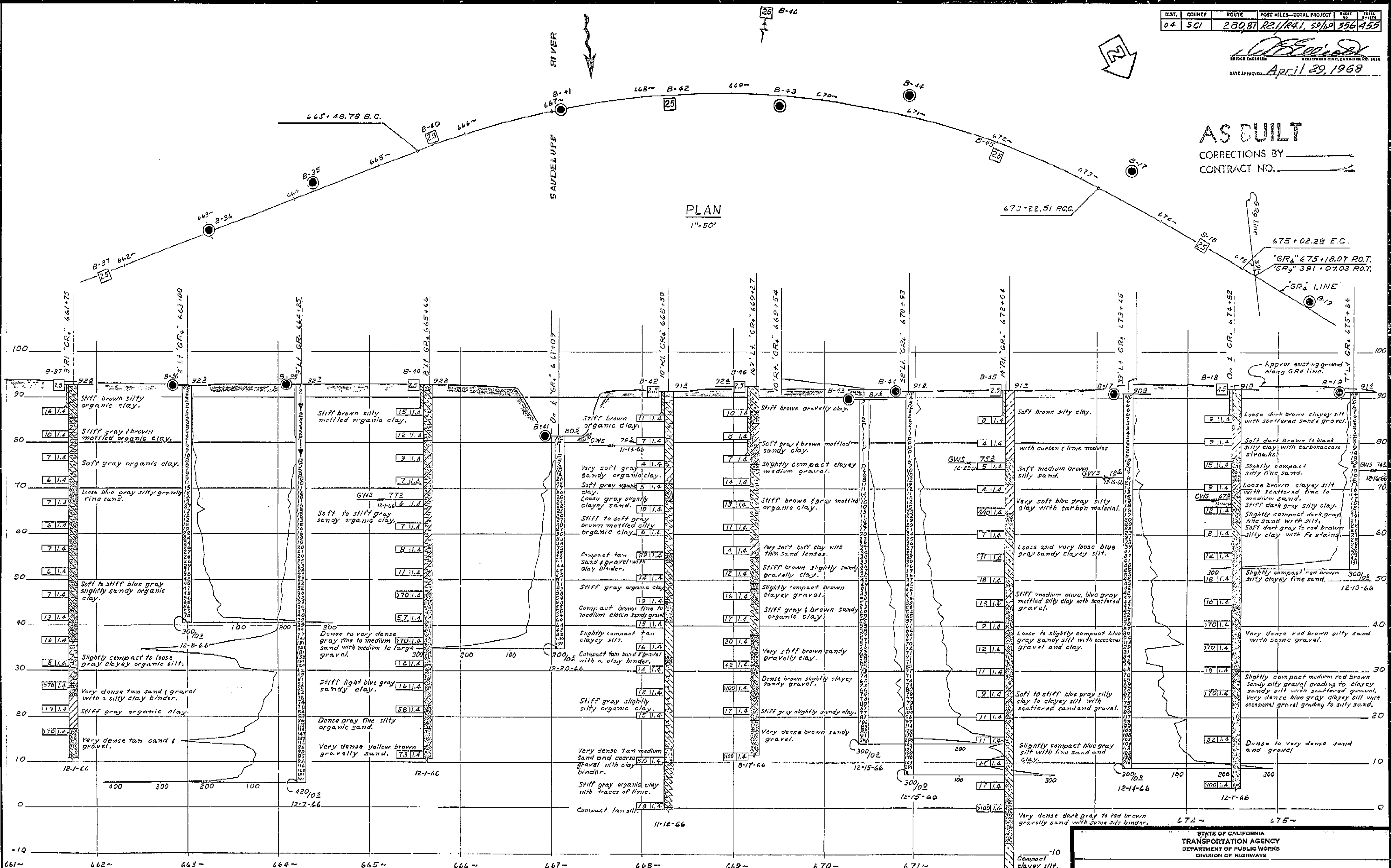
BRIDGE DEPARTMENT
ENGINEERING GEOLOGY SECTION

LEGEND OF EARTH MATERIALS

CLASSIFICATION OF MATERIAL BASED ON STANDARD GRADE SIZE LIMITS
Diagram shows the basic size limits for the various soil materials in section. If a material is present in appreciable amount, it should be classified as such. If a material is present in small amount, it should be classified as "trace". The term "trace" is used to describe materials which are present in small amounts and are not considered in the classification of the soil.

NOTE: Classification of earth material as shown on this sheet is based upon field inspection and is not to be construed to imply mechanical analysis.

LEGEND OF BORING OPERATIONS
Penetration Boring
Soil Tube
Jet Boring
Cone Boring
Test Pit



PLAN
1"=50'

PROFILE
Scale: Vert. 1"=10'
Horiz. 1"=50'

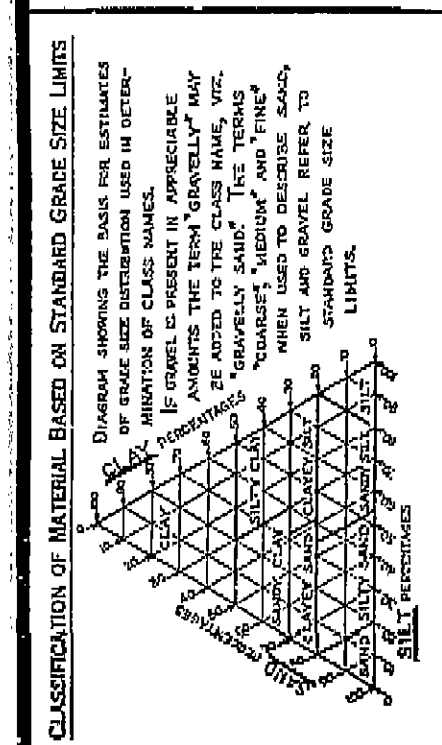
AS BUILT PLANS
Contract No. 04-208-434
Date Completed
Document No. 40003889

DIST. COUNTY ROUTE POST MILES-TOTAL PROJECT
04 SCI 28087 R21/RA1, 59.60 256.455
DATE APPROVED April 29, 1968

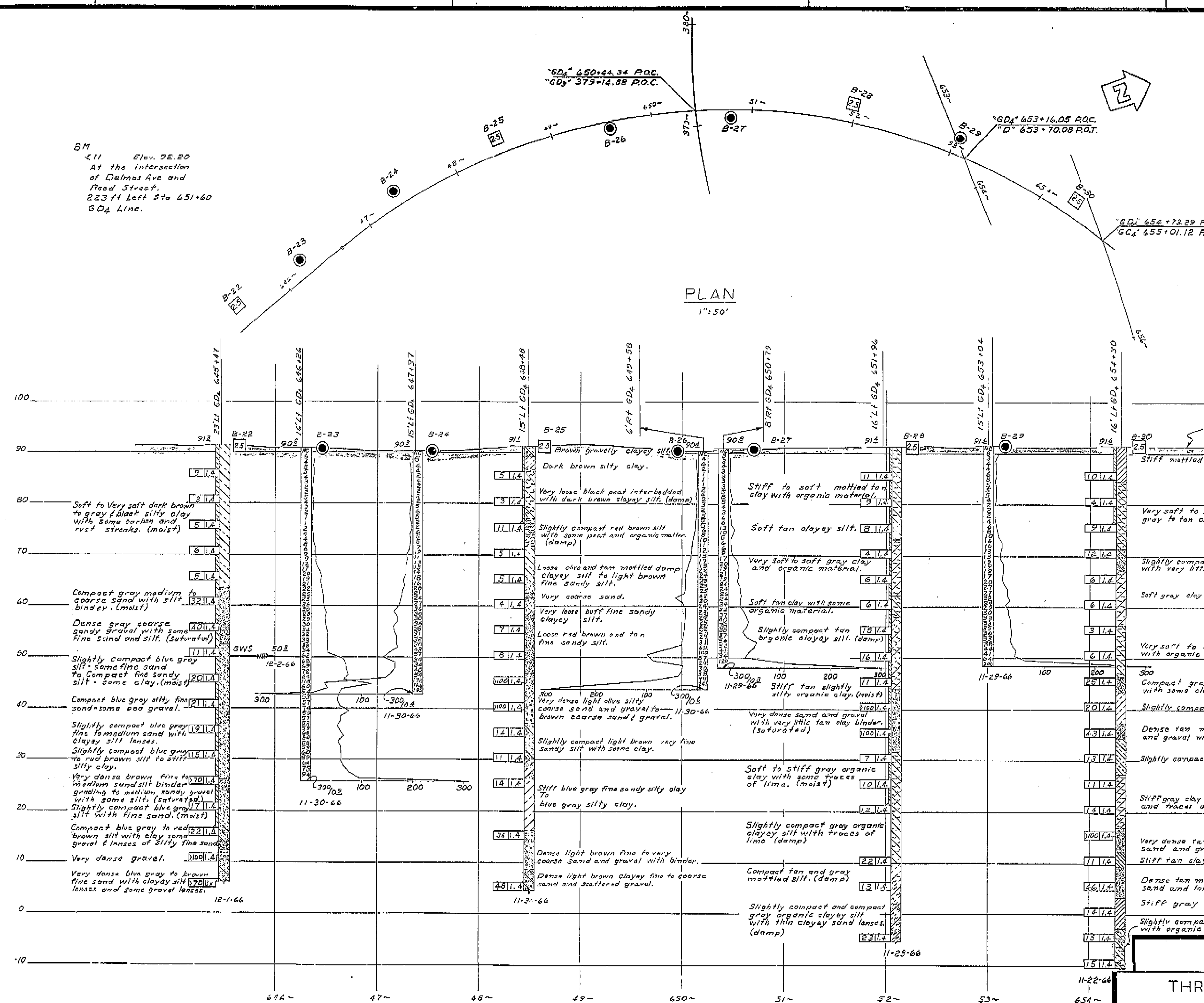
AS BUILT
CORRECTIONS BY
CONTRACT NO.

THREE CONNECTOR VIADUCT (GR4 LINE)			
LOG OF TEST BORINGS 3 of 5			
BRIDGE NO.	POST MILE	DRAWING NO.	SHEET OF
37-270		37270-62	69 71
REVISION DATES (PRELIMINARY STAGE ONLY)			

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS
DATE 4-10-77 SIGNATURE [Signature] TITLE Sr. RDM



NOTE: Classification of earth material as shown on this sheet is based upon field inspection and is not to be construed to imply mechanical analysis.



PROFILE
Scale: Vert. 1"=10'
Hori. 1"=50'

DIST.	COUNTY	ROUTE	POST MILES—TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	280.87	R21/R41, 50/6.0	354	455

BRIDGE ENGINEER REGISTERED CIVIL ENGINEER NO. 8545
DATE APPROVED April 29, 1960

AS BUILT PLANS
Contract No. 04-208434
Date Completed _____
Document No. 4/0002889

AS BUILT
CORRECTIONS BY _____
CONTRACT NO. _____

FIELD STUDY	3 rd R Fox	11-66
DRAWN	3 rd R. Cottle	2-28-67
CHECKED	3 rd R. Fox	6-14-67

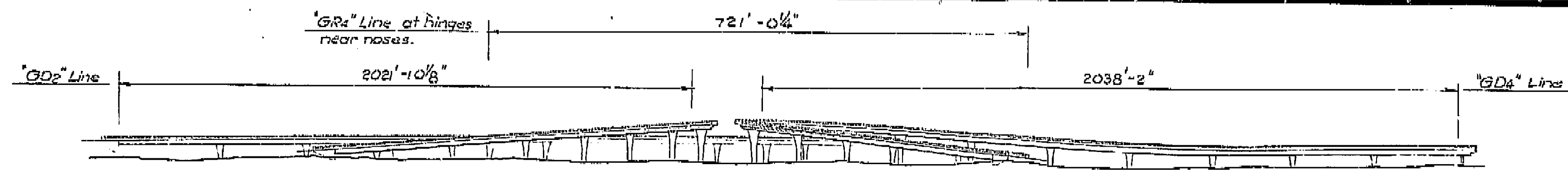
Approval Recommended by: *[Signature]* **FORNACE**
 Engineering Graduate

**BRIDGE DEPARTMENT
ENGINEERING GEOLOGY SECTION**

STATE OF CALIFORNIA TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS			
5174 2-66 7 <h2 style="text-align: center;">THREE CONNECTOR VIADUCT (GD₄ LINE)</h2>			
<h3>LOG OF TEST BORINGS</h3>			
BRIDGE NO. 37-270		POST MILE	
DRAWING NO. 37-270-60		SHEET 67 OF 71	
REVISION DATES		(PRELIMINARY STAGE ONLY)	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.

DATE 4-11-77 SIGNATURE *[Signature]* TITLE *SA BOW*



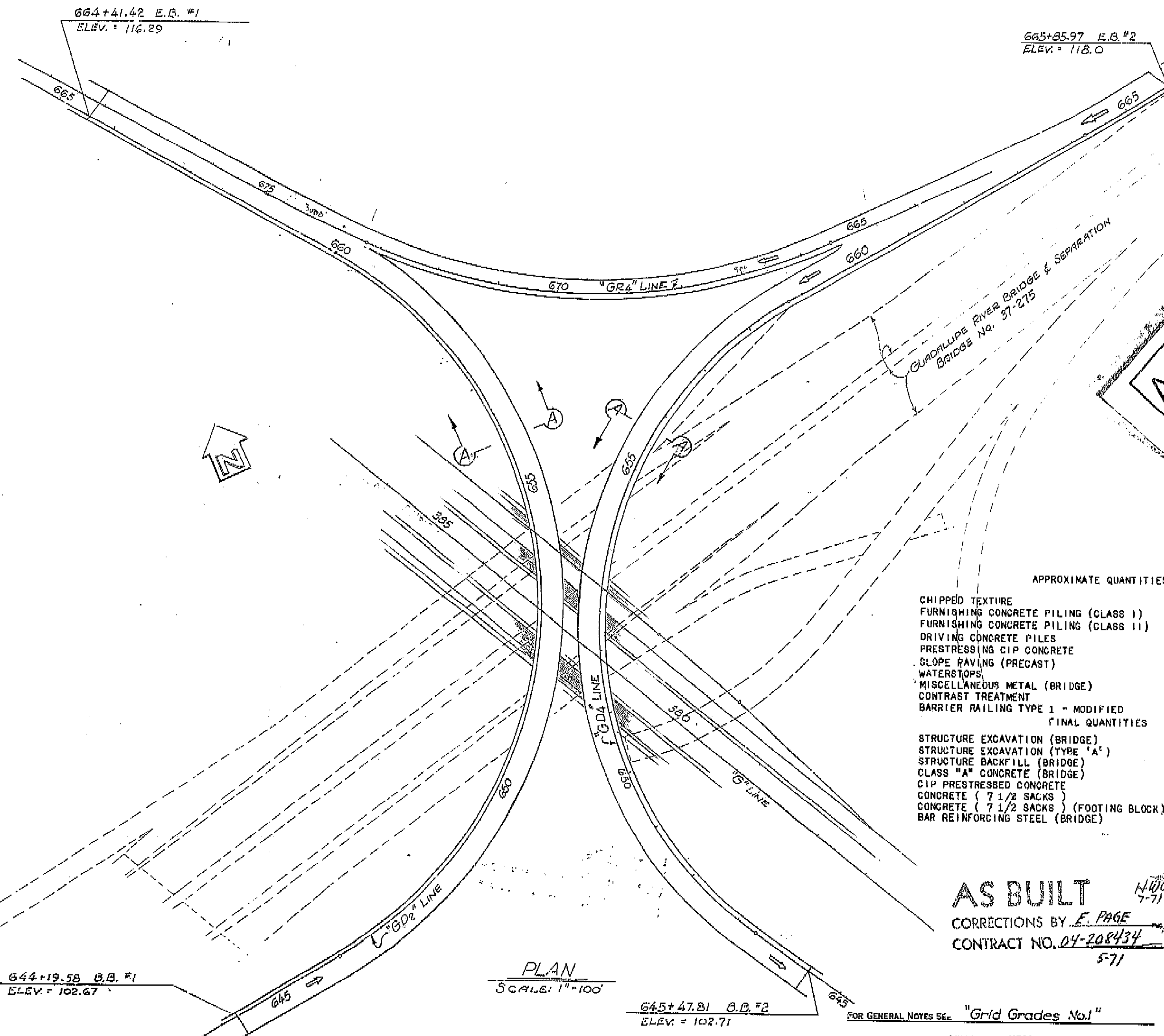
I-280-1(184)2

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI	280.87	R21/R4.1 50/6.0	288	455

REGISTERED CIVIL ENGINEER NUMBER 5585
DATE APPROVED: April 29, 1968

DATUM ELEV. 0.0

ELEVATION
SCALE: 1"=100'



AS BUILT PLANS
Contract No. 04-208434
Date Completed 04/08/82
Document No. 4003829

INDEX TO PLANS

- GENERAL PLAN
- STRUCTURE PLAN NO. 1
- STRUCTURE PLAN NO. 2
- STRUCTURE PLAN NO. 3
- STRUCTURE PLAN NO. 4
- STRUCTURE PLAN NO. 5
- STRUCTURE PLAN NO. 6
- STRUCTURE PLAN NO. 7
- PROFILE GRADES GD2 & GR4 LINES
- PROFILE GRADE GD4 LINE
- GRID GRADES NO. 1
- GRID GRADES NO. 2
- GRID GRADES NO. 3
- GRID GRADES NO. 4
- GRID GRADES NO. 5
- GRID GRADES NO. 6
- FOUNDATION PLAN NO. 1
- FOUNDATION PLAN NO. 2
- FOUNDATION PLAN NO. 3
- FOUNDATION PLAN NO. 4
- FOUNDATION PLAN NO. 5
- ABUTMENT 1 "GD4"
- ABUTMENT 1 "GD2"
- ABUTMENT 19 "GD2"
- BENT CAP GD2 & GD4 NO. 1
- BENT CAP GD2 & GD4 NO. 2
- BENT CAP GD4
- BENT CAP GD4 & GR4
- COLUMN DETAILS
- BENT FOOTINGS
- TYPICAL SECTION NO. 1
- TYPICAL SECTION NO. 2
- TYPICAL SECTION -PREST. GIRDERS
- CAMBER DIAGRAMS
- FRAMING PLAN
- FRAMES 1, 2, 3 & 4
- FRAMES 5 & 6
- FRAMES 7, 8 & 9
- FRAMES 10 & 11
- FRAMES 12 & 13
- FRAMES 14 & 15
- GIRDER REINFORCEMENT - FRAME 1
- GIRDER REINFORCEMENT - FRAME 2
- GIRDER REINFORCEMENT - FRAME 3
- GIRDER REINFORCEMENT - FRAME 4
- TOP GIRDER REINFORCEMENT - FRAME 5
- BOTTOM GIRDER REINFORCEMENT - FRAME 5
- TOP GIRDER REINFORCEMENT - FRAME 6
- BOTTOM GIRDER REINFORCEMENT - FRAME 6
- GIRDER REINFORCEMENT - FRAME 7
- GIRDER REINFORCEMENT - FRAME 8
- GIRDER REINFORCEMENT - FRAME 9
- GIRDER REINFORCEMENT - FRAME 10
- GIRDER REINFORCEMENT - FRAME 11
- TOP GIRDER REINFORCEMENT - FRAME 12
- BOTTOM GIRDER REINFORCEMENT - FRAME 12
- TOP GIRDER REINFORCEMENT - FRAME 13
- BOTTOM GIRDER REINFORCEMENT - FRAME 13
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- GIRDER REINFORCEMENT NO. 15
- BARRIER RAILING TYPE 1
- BEARING DETAILS
- SLOPE PAVING DETAILS
- RETAINING WALL DETAILS NO. 2
- NOSE DETAILS
- HINGE DETAIL - PRESTRESSED SPAN
- LOG OF TEST BORINGS NO. 1
- LOG OF TEST BORINGS NO. 2
- LOG OF TEST BORINGS NO. 3
- LOG OF TEST BORINGS NO. 4
- LOG OF TEST BORINGS NO. 5
- STANDARD PLANS DATED FEB., 1968
- CONCRETE PILE DETAILS
- RETAINING WALL TYPE 1, H = 4'-30"
- RETAINING WALL DETAILS NO. 1
- BOX GIRDER DETAILS NO. 1
- BOX GIRDER HINGE DETAIL - ELASTOMERIC
- DRAIN & DETAILS, TYPE D-1
- BARRIER RAILING DETAILS FOR TYPES 1, 2, 4 & 5

APPROXIMATE QUANTITIES

CHIPPED TEXTURE	778 SY
FURNISHING CONCRETE PILING (CLASS I)	5,360 LF
FURNISHING CONCRETE PILING (CLASS II)	75,050 LF
DRIVING CONCRETE PILES	1,613 EA
PRESTRESSING CIP CONCRETE	LUMP SUM
SLOPE PAVING (PRECAST)	175 SY
WATERSTOP	854 LF
MISCELLANEOUS METAL (BRIDGE)	37,000 LBS
CONTRAST TREATMENT	7,950 SY
BARRIER RAILING TYPE 1 - MODIFIED	9,986 LF

FINAL QUANTITIES

STRUCTURE EXCAVATION (BRIDGE)	6,720 CY
STRUCTURE EXCAVATION (TYPE 'A')	1,050 CY
STRUCTURE BACKFILL (BRIDGE)	4,500 CY
CLASS 'A' CONCRETE (BRIDGE)	18,105 CY
CIP PRESTRESSED CONCRETE	380 CY
CONCRETE (7 1/2 SACKS)	135 CY
CONCRETE (7 1/2 SACKS) (FOOTING BLOCK)	235 CY
BAR REINFORCING STEEL (BRIDGE)	6,422,000 LBS

AS BUILT

CORRECTIONS BY E. PAGE

CONTRACT NO. 04-208434

571

FOR GENERAL NOTES SEE "Grid Grades No.1"

LIVE LOADING HS20-44 AND ALTERNATIVE

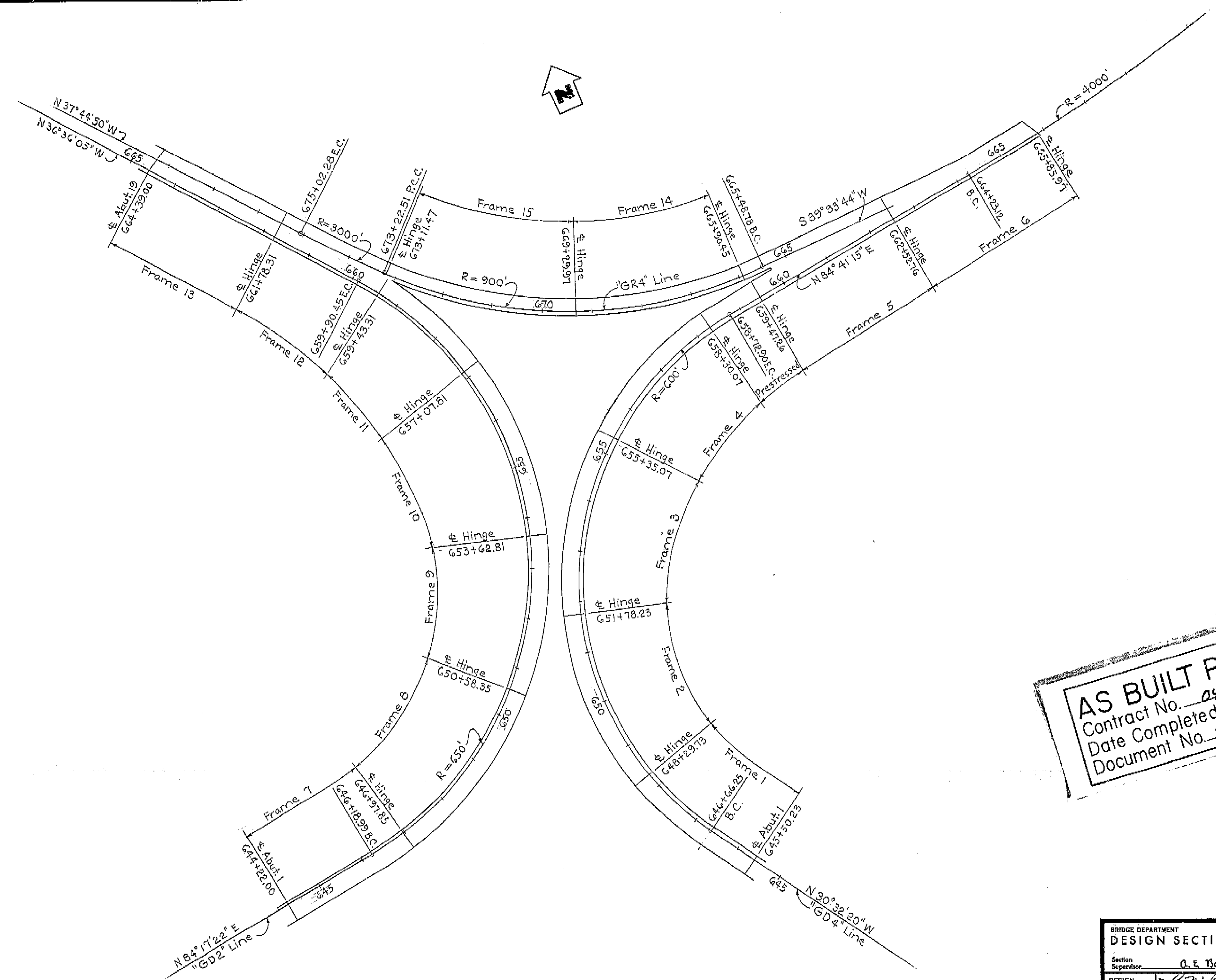
BRIDGE DEPARTMENT
DESIGN SECTION
Section Supervisor: D.E. Parker
Project Designer: Paul J. Parker
DESIGN: 1. M. J. Parker
DETAILS: 1. M. J. Parker
LAYOUT: 1. M. J. Parker
QUANTITIES: 1. M. J. Parker
SPECIFICATIONS: 1. M. J. Parker

STATE OF CALIFORNIA
TRANSPORTATION AGENCY
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
THREE CONNECTOR VIADUCT
LOCATED IN THE CITY OF SAN JOSE IN SANTA CLARA COUNTY
GENERAL PLAN
BRIDGE NO. 37-270
POST MILE L2.7
DRAWING NO. 37270-1
SHEET 1 OF 1

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
DATE 11-11-77 SIGNATURE [Signature] TITLE SA RDM

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCL.	280.87	22.1/22.1	60/60	322/455

BRIDGE ENGINEER: *[Signature]*
DATE APPROVED: April 29, 1968



AS BUILT PLANS
Contract No. 04-208434
Date Completed
Document No. 40003889

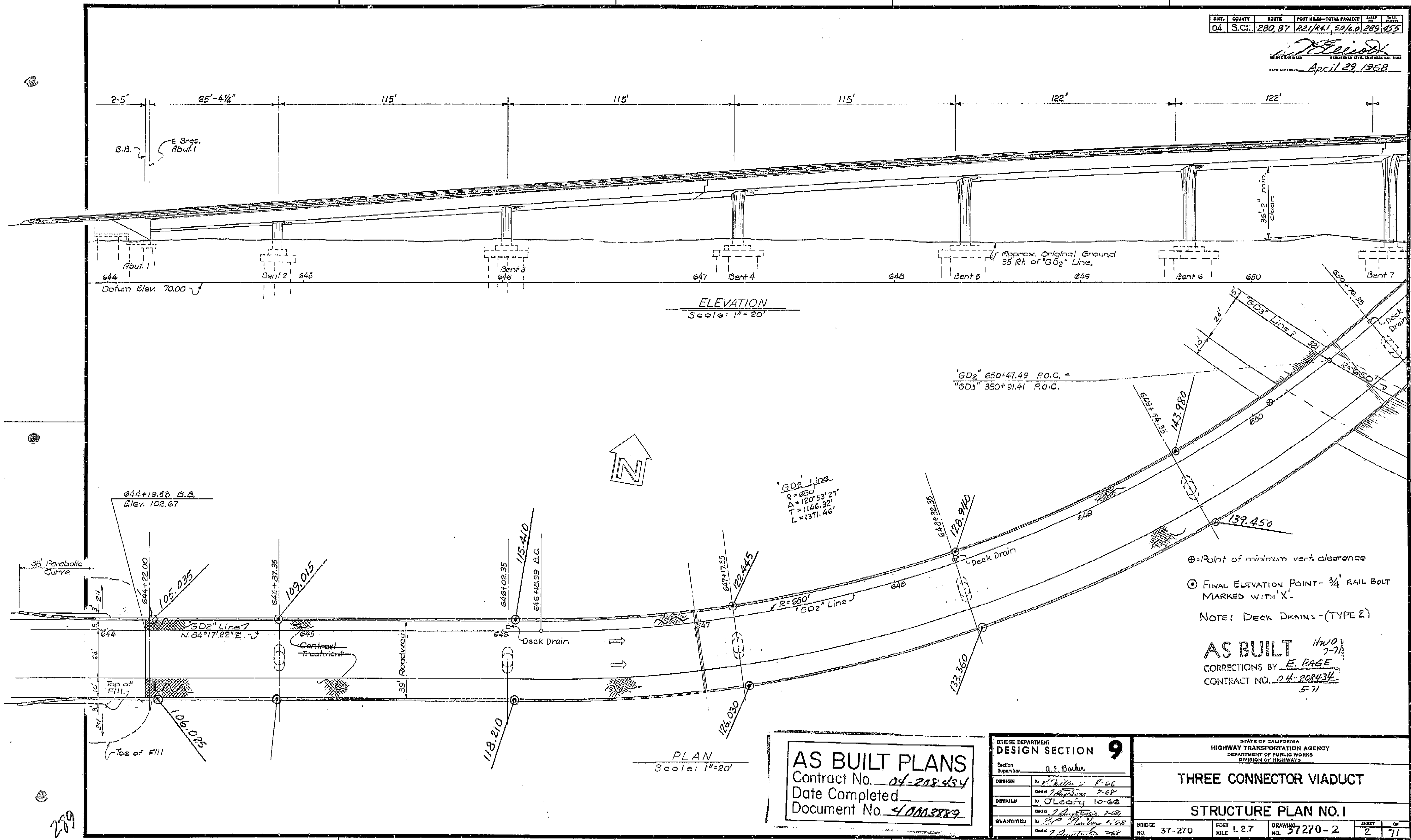
No
AS BUILT HWD
CORRECTIONS BY E PAGE 5-7
CONTRACT NO. 04-208434

BRIDGE DEPARTMENT DESIGN SECTION 9		STATE OF CALIFORNIA TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
Section Supervisor: <u>A. E. Nader</u>		THREE CONNECTOR VIADUCT	
DESIGN: By <u>T. M. Kilo</u> Checked <u>T. LEAHY</u>		FRAMING PLAN	
DETAILS: By <u>S. J. Young</u> 9-67 Checked <u>T. LEAHY</u>		BRIDGE NO. 31-210	
QUANTITIES: By <u>L. C. Kilo</u> 2/68 Checked <u>T. LEAHY</u> 7/68		POST MILES L2.7	
Disregard prints bearing earlier revision dates		DRAWING NO. 87820-15	
		SHEET 35 OF 71	
		REVISION DATES: (PRELIMINARY STAGE ONLY)	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
DATE 11-12-72 SIGNATURE [Signature] TITLE SA. HWD

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET	TOTAL
04	S.C.	280, 87	R21/R41, 50/6.0	289	455

DATE APPROVED: April 29, 1968
 ENGINEER: [Signature]
 CHECKED: [Signature]



ELEVATION
Scale: 1"=20'

PLAN
Scale: 1"=20'

AS BUILT PLANS
 Contract No. 04-208434
 Date Completed 4/10/68
 Document No. 40003889

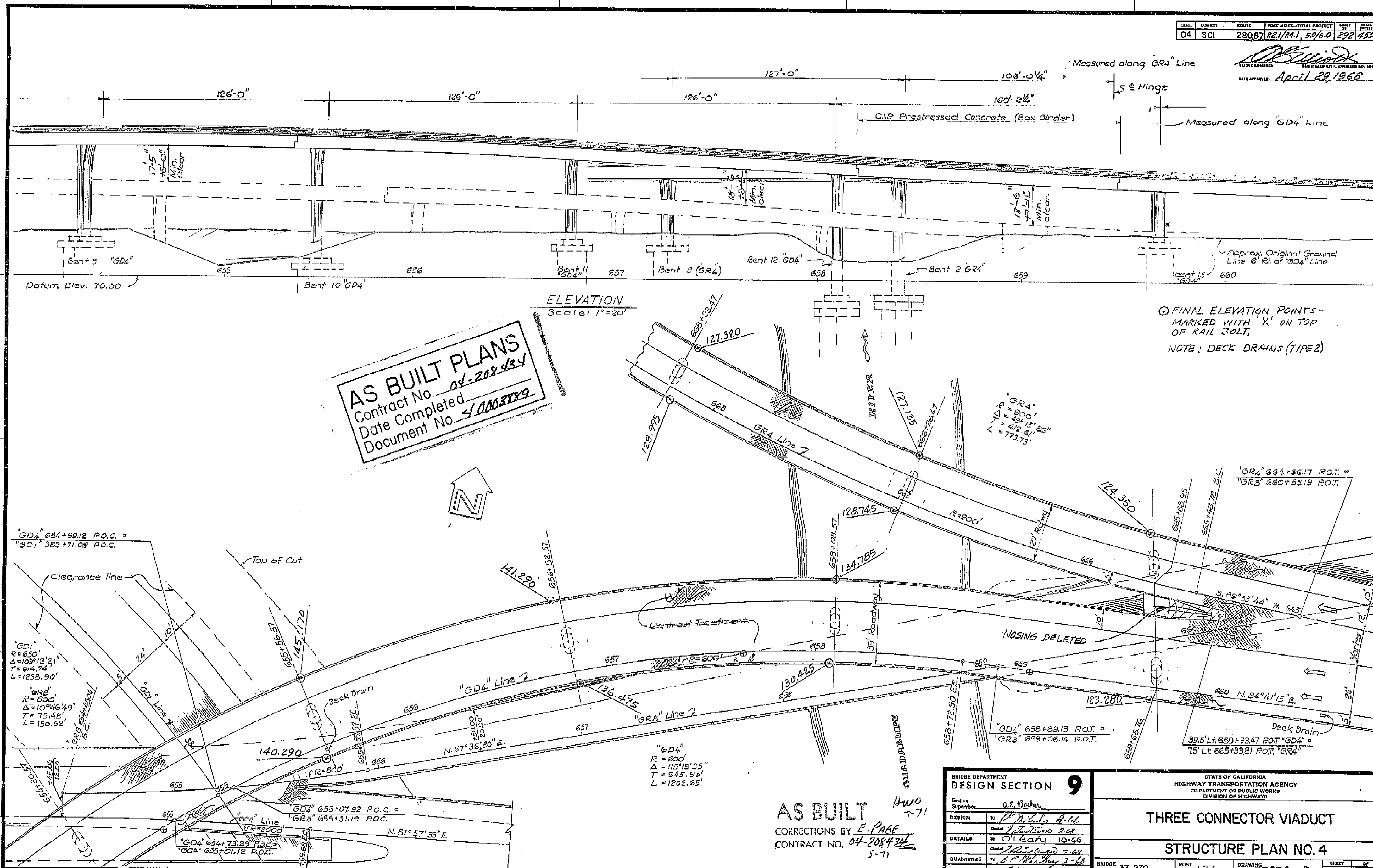
BRIDGE DEPARTMENT DESIGN SECTION 9	
Section Supervisor	<u>A. F. Baker</u>
DESIGN	<u>[Signature]</u> 7-66
DETAILS	<u>[Signature]</u> 7-68
QUANTITIES	<u>[Signature]</u> 10-68

STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS			
THREE CONNECTOR VIADUCT			
STRUCTURE PLAN NO. 1			
BRIDGE NO.	37-270	POST MILE	L 2.7
DRAWING NO.	37270-2	SHEET	2
DATE	4/10/68	BY	[Signature]

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE 4-10-68 SIGNATURE [Signature] TITLE SA RWD

CITY	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET	DATE
04	SCI	28087	821/841, 50/50.0	292	455

APPROVED: *[Signature]*
DATE APPROVED: April 29, 1968



AS BUILT PLANS
Contract No. 04-208434
Date Completed
Document No. 40003889

ELEVATION
Scale: 1"=80'

FINAL ELEVATION POINTS -
MARKED WITH 'X' ON TOP
OF RAIL BOLT.
NOTE: DECK DRAINS (TYPE 2)

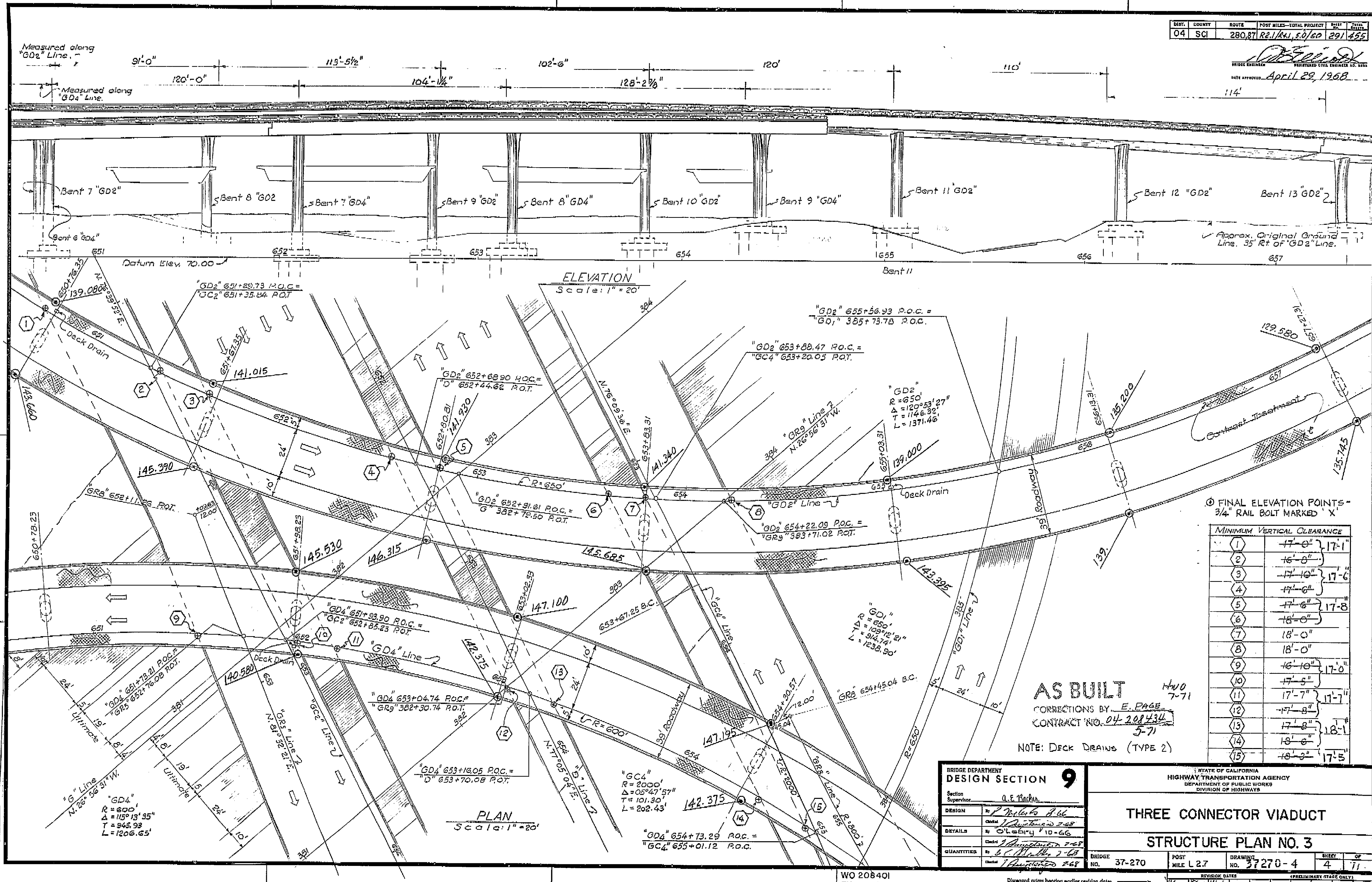
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Section Supervisor: <i>[Signature]</i>		THREE CONNECTOR VIADUCT	
DESIGN: <i>[Signature]</i>		STRUCTURE PLAN NO. 4	
DETAILS: <i>[Signature]</i>		BRIDGE NO. 37-270	
QUANTITIES: <i>[Signature]</i>		POST MILE L2.7	
		DRAWING NO. 37270-5	
		SHEET 5 OF 7	
		DATE: 4-11-68	
		SIGNATURE: <i>[Signature]</i>	
		TITLE: <i>[Signature]</i>	

WO 208401
CU 04215

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
DATE 4-11-68 SIGNATURE *[Signature]* TITLE *[Signature]*

AS BUILT PLANS
Contract No. 04-208-454
Date Completed 4/10/57
Document No. 4003779

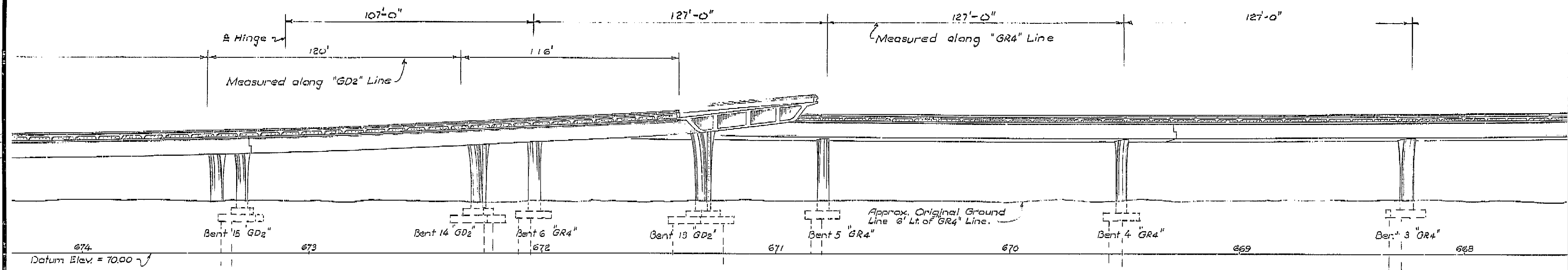
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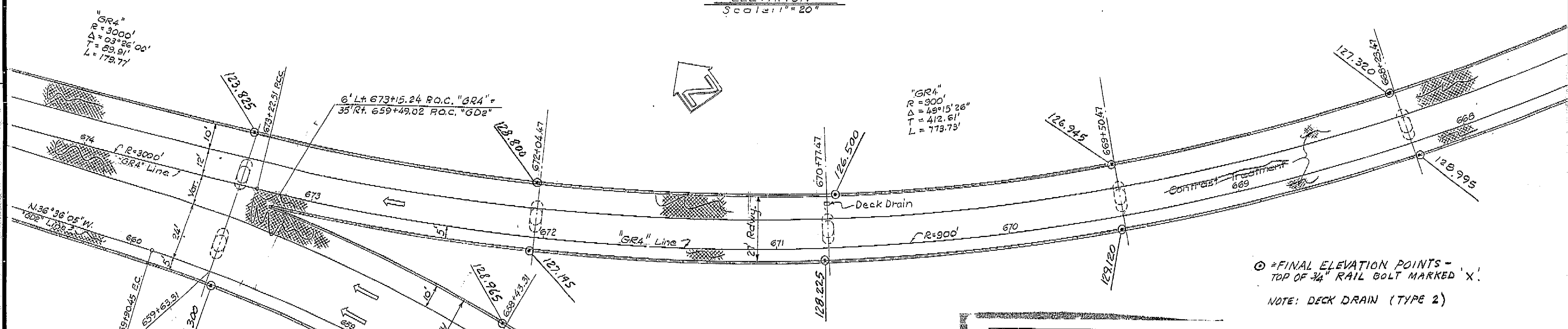
I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
DATE 1-12-77 SIGNATURE [Signature] TITLE S.D. R.M.

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	POST MILES	TOTAL MILES
04	SCI	28087	12.1/141.6	0.0	294.455

REGISTERED CIVIL ENGINEER NO. 1942
 DATE APPROVED April 29 1968



ELEVATION
 Scale: 1" = 20'



PLAN
 Scale: 1" = 20'

AS BUILT PLANS
 Contract No. 04-208434
 Date Completed
 Document No. 40003889

AS BUILT
 CORRECTIONS BY E. PAGE
 CONTRACT NO. 04-208434
 5-71

⊙ = FINAL ELEVATION POINTS - TOP OF 3/4" RAIL BOLT MARKED 'X'.
 NOTE: DECK DRAIN (TYPE 2)

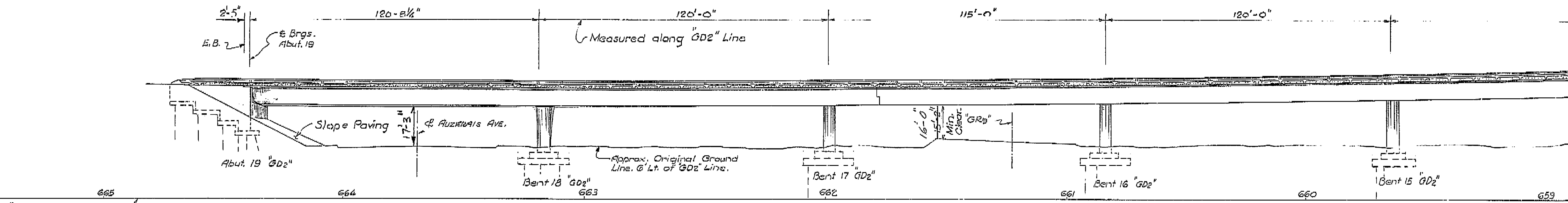
BRIDGE DEPARTMENT DESIGN SECTION 9 Section Supervisor: A.E. Bostan		STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
DESIGN: By: [Signature] 4-67 Checked: [Signature] 2-68 DETAILS: By: O.L. [Signature] 10-66 Checked: [Signature] QUANTITIES: By: [Signature] 11-68 Checked: [Signature] 11-68		THREE CONNECTOR VIADUCT STRUCTURE PLAN NO.6 BRIDGE NO. 37-270 POST MILE L.27 DRAWING NO. 37270-7 SHEET 7 OF 71 REVISION DATES: [Table with 4 columns and 1 row] PRELIMINARY STAGE ONLY	

WO 208401
 CU 04215

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.
 DATE 4-10-72 SIGNATURE [Signature] TITLE S.D. ROW

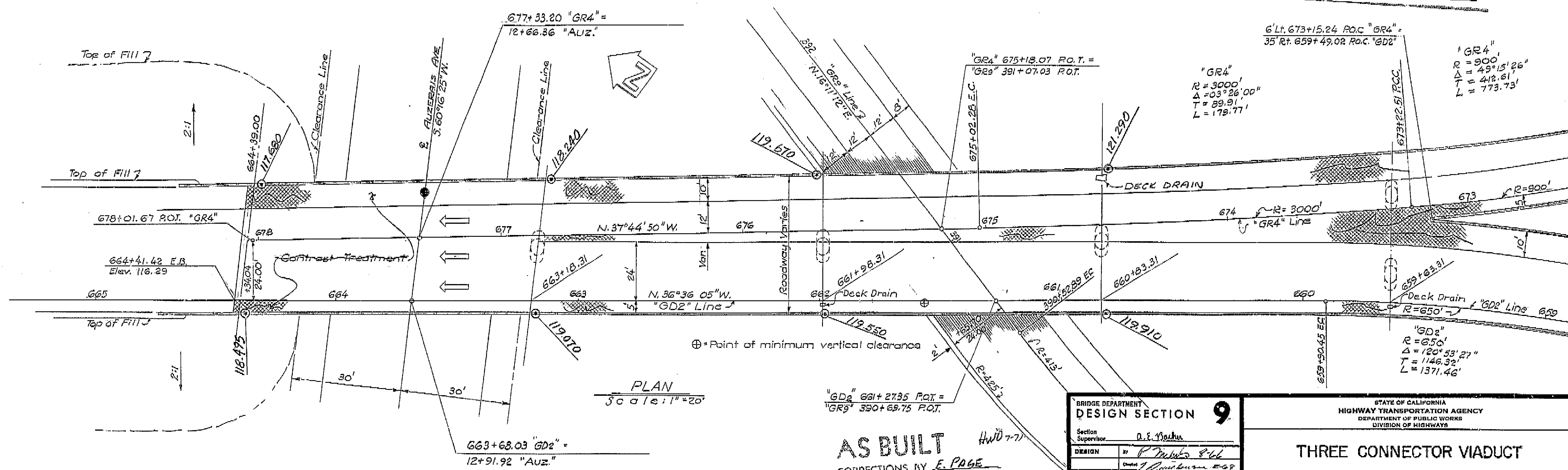
DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	START	END
04	SCI	280.87	121/141, 50/60	295	455

APPROVED: *[Signature]*
 REGISTERED CIVIL ENGINEER NO. 1111
 DATE APPROVED: April 29, 1968



AS BUILT PLANS
 Contract No. 04-208434
 Date Completed
 Document No. 40013889

⊙ = FINAL ELEVATION POINTS -
 TOP OF 3/4" RAIL BOLT MARKED 'X'.
 NOTE: DECK DRAINS (TYPE 2)





Willow Glen Neighborhood Association

P. O. Box 7706,
San Jose CA 95150
408/294-WGNA
www.WGNA.net

April 8, 2009



Mr. Dan Leavitt
Deputy Director
ATTN: San Jose to Merced
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt:

The Willow Glen Neighborhood Association (WGNA) thanks the High Speed Rail Authority (HSRA) for the opportunity to suggest scoping questions for this phase of development of California's High Speed Rail (HST). WGNA thanks the staff and consultants for their outreach and accessibility to members of our organization.

The Willow Glen Neighborhood Association (WGNA) of San Jose serves those 20,000 households living in the area roughly bounded by Interstate I-280, Highway 87, Foxworthy and Leigh Avenues. WGNA comments upon projects within and near our boundaries. The High Speed rail alignment from Tamien Station to Interstate 280 is within WGNA's service area; the Diridon station area is within our area of comment.

WGNA requests the following additional alternatives be evaluated:

1. An alignment from Tamien station that generally follows Highway 87 to the interchange at Interstate 280 where it would thread through the flyovers and descend underground to Diridon Station, with rail for HST, Caltrain, and the possibility of moving Union Pacific Railroad (UPRR).
2. An alignment for HST, Caltrain, and UPRR which begins its descent into a trench adjacent to the UPRR Right of Way near Curtner Avenue and goes underground before Tamien station, travels under Guadalupe River and Los Gatos Creek, arriving underground at Diridon Station.

In your evaluation of these two alternatives and the current route alternatives, how will cost be weighed with environmental factors? Will HSRA use an evaluation matrix that includes answers to the following questions?

How will each of the alternatives...

1. Contribute, maintain or improve access to the Gardner, Gregory Plaza, and North Willow Glen neighborhoods?
2. Align with the goals of the City of San Jose's Strong Neighborhood Initiative Greater Gardner Action Plan?
3. Impact measures of environmental justice, specifically with respect to the Greater Gardner neighborhood that the City of San Jose has identified as an "at risk" low income, language and ethnic minority neighborhood that receives substantial city resources to improve the quality of life of its residents and to prevent additional blight? Which of the alternatives best serves the goal of environmental justice?
4. Affect traffic conditions and circulation in the Diridon Station Area?
5. Change noise conditions within the Greater Gardner and North Willow Glen neighborhoods between Auzerais and Tamien Station? In addition, is it appropriate to lower noise significance by one full measure due to the elimination of the use of horns at West Virginia, given that trains use their horns as they approach Tamien even though there is **no** at grade crossing?
6. Impact parkland adjacent to and near the alternative alignments, including Fuller Park, Biebrach Park, Gregory Plaza tot lot, Father Mateo Sheeey Park, the new park near Almaden Apartments on Almaden Road, Guadalupe River, Los Gatos Creek and Willow Glen Spur (Three Creeks) trails, the planned Fire Training Center Park as specified in the Midtown Specific Plan and the planned Tamien Station Park? How will these impacts be mitigated given that no land is available within the nexus of the underserved Greater Gardner, Washington, and Delmas Park communities?
7. Impact historic properties and the contextual integrity of the potential historic conservation area (see Greater Gardner Strategic Plan), including vibration damage and the acquisition of contributing historic structures?
8. Impact adjacent properties with shading? How many properties adjacent to each alternative route will suffer impacts that constitute a "taking"?
9. Require land acquisition and leave behind "remnant" pieces that attract dumping, illegal activities, and blight?
10. Use design features that encourage or discourage levels of current graffiti that contributes to blight?
11. Be evaluated for safety for passengers, for Greater Gardner residents and North Willow Glen residents?

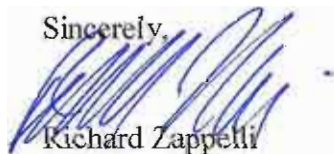
12. Be evaluated with respect to the soil conditions of Greater Gardner, which is a former marsh of the Guadalupe, with soil that is subject to compaction and transmits vibration?
13. Facilitate ease of transfer between HST and BART or Caltrain?
14. Impact travel time for through trains and expresses?

When you evaluate the impacts of each of these alternatives, please clarify how you established the hierarchy and priority of the multiple interrelated City of San Jose area plans (see below) and the multiple plan layers since:

1. It is very difficult to determine whether the High Speed Rail proposal or other area approved development proposals or plans are consistent or not consistent to each individual plan, the combined overlaid plans or the possible Baseball Stadium (as described in the approved Baseball Stadium EIR)
2. Whether the impacts are significant and the proposed mitigations are appropriate to the proposed site given all of the plans that may lead to different analysis
3. It is very confusing to the public—even to residents who have studied and analyzed prior San Jose area DEIR's or have professional training or experience with EIR's.

We look forward to your comprehensive evaluation of the environmental impacts of these alternative alignments, construction options and associated mitigations.

Sincerely,



Richard Zappelli

Chair, Planning and Land Use Committee
Board Secretary
Willow Glen Neighborhood Association

Bibliography

City of San Jose:
2020 General Plan
Midtown Specific Plan
Diridon Transit Station Area Plan
Tamien Station Area Specific Plan
Greenprint 2000/Greenprint 2008
Redevelopment Agency of San Jose:
Diridon/Arena Strategic Development Plan
Delmas Park NAC Strategic Plan
Greater Gardner NAC Strategic Plan
Washington NAC Strategic Plan

Mr. Dan Leavitt Deputy Director
ATTN: San Jose to Merced
HST Project EIR / EIS
Calif. High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento CA 95814

Jessie Villicana
716 Harrison St.



Dear Deputy Director Leavitt

Let me begin by introducing myself my name is Jessie Villicana and I have lived in this area 41 years and I have seen many changes sense 1968.

The reason I'm writing you is to express my concern about the proposed high-speed rail that is being considered to pass behind my back yard, you see I live alongside the tracks being proposed for this project.

I got wind of the proposed project from a flyer I found at my front door from the Greater Gardner Coalition otherwise I would not have known about it, shouldn't of your dept. have informed us first?

Sense I'm so close to the tracks.

I chose to live here because it was convenient my mom lived around the corner, the school was close by and my job was also within walking distance. At that time there was only one track and no freeways but as time went by southern pacific added another track and the city built two freeways as you can imagine the noise pollution has increased considerably. Not to mention the soot and smell they create.

When the trains go by my windows rattle, the vibration of the trains make the house creak and when the trains come around the corner they blow that horn like there's no tomorrow going toward the direction of Virginia st. Can you imagine what it will be like around here if the high-speed rail also passes thru here?

I know that thing is going to be loud as it is when little children are over when the train passes they run into the house, not to mention trying to have a confersation when one passes everyone pauses "please don't do this to us "

There is something you must also consider and that is the soil we have around here is always shifting you see we were built on top of a swamp the city has had to repair and repair the streets and the homes foundation in this area. How can you mitigate any decline in our property condition, our property value and my quality of life plus all my neighbors.

Think how you would feel if it was your home here? I want to thank you for hearing me out and I wish that you would consider another route lass haserass to our ears and life. Thanks again.

Sincerely

Jessie Villicana

April 6, 2009
Mr. Dan Leavitt
deputy Director
California High Speed Rail Authority
925 L. Street, Suite 1425
Sacramento, California 95814



Dear Mr. Leavitt:

I attended an open house in Merced which discussed the High Speed rail. While I am a strong proponent of the project. I understand there are different routes being considered. I do not believe it is safe to have a high-speed train pass directly through densely populated areas. They should have good access but I am concerned about the ultimate safety.

I noticed that in your current proposal, the lines converge in Chowchilla but do not stop? Which would seem to result in additional track line being required as well as additional trains. It occurs to me that Chowchilla would be a natural place to put in a stop. A station in Chowchilla would allow for one train to go back and forth between San Francisco and Chowchilla, passengers could then transfer to a line running between Los Angeles and Chowchilla. As proposed it would require two trains leaving every station then converging in Chowchilla.

As the Central Valley grows there will be an increased need and use of the high-speed train. There should be a number of stops along the route to encourage travel not only by locals but to visitors of our state. If warranted an express schedule could be established to cover high travelled routes with stops at local stations being scheduled less frequently. This system seems to work for the LIRR which transports a high number of people on a daily basis.

Thank you,


Michael Lyon

LAW OFFICE OF
BRUCE TICHININ, INC.
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MORGAN HILL, CALIFORNIA 95037
TELEPHONE (408) 779-9194
FACSIMILE (408) 778-2702
tichinin@garlic.com
www.tichininlaw.com

April 10, 2009

Via U.S. Mail, Facsimile (916) 322-0827 & E-Mail: comments@hsr.ca.gov

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority

Attn: San Jose to Merced
Re: Scoping Comments of Save Our Trails

Dear Mr. Leavitt:

Kindly be advised that I am the attorney for Save Our Trails, a public interest group of residents and neighborhood associations dedicated to assisting local governments to defend, acquire, construct and maintain the Santa Clara County Master Trail as established in the County and Cities General Plans - for the enjoyment of all persons.

We recently submitted to you a previous scoping comments letter for the San Francisco to San Jose High-Speed Train track ("HST") system. In this letter, we request the same analysis for the other reach of the HST system in Santa Clara County, the San Jose to Merced system. Based on our greater knowledge of the Santa Clara County Master Trail components in this area, we will provide somewhat more detailed requests, including a reiteration of the comments regarding trails in the letter you have received from Larry Ames.

We respectfully request that the forthcoming EIR do the following, in detail:

1. Identify all points and reaches of the HST for the San Jose to Merced system that will cross or approach any existing or proposed trail route¹ within a distance that may adversely impact the "quiet enjoyment" or peaceful experience of the trail for any users as a result of any noise, vibration, air current, or other sensory impact

¹ That is, the trail route consists of all portions of the Master Trail are identified as an existing or future trail in the General Plan, or other trail planning document, of the County of Santa Clara, or of any City in Santa Clara County, including, without limitation, the City of San Jose Greenprint for Parks and Community Facilities and Programs, A 20-Year Strategic Plan, August 2000 ("Greenprint").

- (including unaesthetic sight or smell) from the construction, operation, maintenance or repair of either the trains, or the tracks, or other train infrastructure.
- 2. Identify which of the foregoing potential adverse impacts are significant, and which, if any, are insignificant, and justify any conclusion of insignificance.
- 3. For each potentially significant impact, identify and discuss alternatives or mitigation measures that will either eliminate the impact or reduce it to a level of insignificance, including, without limitation: (a) undergrounding the HST at these crossings or proximity reaches, or (b) constructing above-grade crossing for either the HST or the trails.

More specifically, the adequacy of mitigation measures and alternatives must be measured by whether they result in (1) the preservation of existing trails segments and (2) the potential to build designated (but unconstructed) trails according the trail design standards of the following provisions of the governing documents:

Trail design should provide sufficient light, vertical and horizontal clearance, and setbacks from adjacent development to ensure a safe and aesthetically pleasing recreational experience. Trails should be built to meet the trail standards established by the Department of Neighborhood Services.

General Plan Text, p. 272, attached, underling added.

The above-referenced trail standards established by the Department of Neighborhood Services are the "Uniform Interjurisdictional Trail Design, Use, and Management Guidelines," the relevant portions of which are attached.

They show that for the "High Volume/Urban Experience" trail, ("Level 3"), which clearly describes the trail experience that would be associated with the Willow Glen Spur Trail (i.e., with "*Structures and other cultural improvements (parks, plazas, streets) nearby and readily evident*;" "Level 3" column), the optimum Trail Route Easement/Right-of way for a low density residential setting (such as the Willow Glen Spur is in), is 30 feet (9.1 m).

Within this 30 feet easement width, "*[s]hared-use trails should be designed as paved two-way paths and should have an optimum width of 12 feet (3.7 m) with a center strip....and minimal 2-foot (0.6 m), flush graded shoulders or a clear space on each side of the trail.*" (Underlining added.)

Design illustrations utilizing this 30 feet of the "Optimum Easement/Right-of-Way" standard for an "Urban Trail with Adjacent Landscaping" and a "Trail Adjacent to Street with Landscaping" are shown.

Additionally, we have identified the following four (4) points and reaches of the HST for the San Jose to Merced system that will cross or approach an existing or proposed trail route within a distance that may adversely impact the "quiet enjoyment" or peaceful experience of the trail, and request that the harm the trail be eliminated through alternatives or mitigation measures:

(1) The Los Alamitos Trail begins in the Southern part of Almaden Valley in San Jose at McKean Road and extends north along the Los Alamitos Creek to Coleman Avenue near Almaden Expressway where the Los Alamitos Creek merges with the Guadalupe Creek and forms the Guadalupe River continuing North past Oak Ridge Mall and on into Willow Glen with the established trail alongside the River. When the trail passes Curtner Avenue, the trail merges side by side with the CalTrain tracks continuing north to Alma street in Willow Glen. It is the portion of the trail between Curtner Avenue and Alma Street in Willow Glen where the High Speed Rail will pass and take established trail land from the City of San Jose, a loss of trail and open space.

(2) From Alma Street past Willow Street the trail continues West of Hwy #87 along the Creek north, and travels through planned Open Space/Parkland and Guadalupe Trail, this area is along and to the west of the Tamien Station Transit Mall. A loss of Trail and Parkland.

(3) The proposed HST Route crosses the Historic Willow Glen Spur Trail while on the CalTrain route when it is in the area in between Willow Glen Way and San Jose Avenue near Almaden Road. The willow Glen Spur Trail is on former Western Pacific RR tracks coming from the east beginning in Utah and traveling across the Historic WP-RR Trestle between Lonus and Coe Avenues in Willow Glen and traveling south. This trestle was built during WW1.

(4) The HST route crosses the Los Gatos Creek Trail and parallels the trail on San Carlos Blvd @Montgomery Street in the proposed Park in the (Midtown Specific Plan) at Montgomery St. & San Carlos & Park Avenue. This Los Gatos Creek Trail connects Willow Glen with the proposed new Diridon Station/Arena Area and proposed ball park.

Save Our Trails joins another commentator, Dr. Larry Ames, in the following comments regarding trails contained in his letter of April 1, 2009, with some additional comments regarding the Three Creeks Trail. Community concern to protect this Trail was the catalyst that brought Save Our Trails into existence:

Monterey Highway

The UP tracks enter into San Jose proper through a narrow pass at the foot of Tulare Hill, near Metcalf Road. This pass is the planned connection of the **Bay Area Ridge Trail**, which currently comes down off of the Santa Cruz Mountains at Santa Teresa County Park, and is planned to skirt Tulare Hill, bridge across the Union Pacific Railroad and Monterey Highway, and then connect to the adjacent Coyote Creek Trail. Any plans for the HST in this region hopefully will be compatible with this nearly-completed roughly 400-mile-long regional trail system. (For more information, check out www.ridgetrail.org.)

Freeway 87

There is an existing bike/ped walkway along Fwy. 87, located between the freeway and the UP tracks. (See www.sjparks.org/Trails/Fwy.87/Fwy.87Map.asp for details.) Both the trail and the UP tracks go under an overcrossing at Almaden Expressway: is there adequate width in that undercrossing for the HST as well? Alternatives: (1) provide a tunnel through the Expressway embankment for an alternate trail alignment (although San Jose generally does not favor tunnels for trails); (2) bring the trail up to the level of the Expressway and cross at a signalized intersection (slowing traffic on the Expressway); (3) **make a trail bridge over the Expressway** (which might not meet ADA grade requirements); or (4) sever the trail and provide alternative routes (e.g., fully funding the nearby Guadalupe River Trail).

- North of Almaden Expressway, **the Fwy. 87 Trail** is nearly at freeway level at the top of an embankment, while the UP tracks are at grade at the foot of the same embankment. Will constructing the HST affect the embankment, possibly further affecting the stability of the fill dirt under the freeway? Will it affect the trail at the top of the embankment?
- New development is taking place along Fwy. 87 near Alma Ave. as part of "the Tamien Project". As part of the negotiations between City Councilmembers, Developers, and the Community, we were promised that the Developer would construct **trail "on-ramps" from the Alma Ave. sidewalks up to the Fwy. 87 bikeway**. **Would the construction of the HST in this vicinity impact these promised trail connections?**
- At the Tamien Station, the UP tracks come within 10' of the Fwy. 87 northbound on-ramp: it is so close that the **Fwy. 87 bike path** is routed beneath the curve of the freeway on-ramp. **Is there room from the HST to be between the UP tracks and the freeway?** If the HST is on the other (eastern) side of the UP

Mr. Dan Leavitt, Deputy Director
April 9, 2009
Page 5 of 5

tracks, then it will impact the newly constructed 11-story residential building at Alma, and also the City's day-care facility at the Tamien Station.


- **Just north of Willow St., the Fwy. 87 bike trail is someday due to connect to a trail that is to be built as part of the Guadalupe River flood-control project. The HST in this region has to be compatible with the Santa Clara Valley Water District (SCVWD) plans for the Guadalupe, and with the San Jose bike-path plans as well.**

Three Creeks Trail (aka Willow Glen Spur Trail)

In the section of Fwy. 87 between (old) Almaden and Alma, the UP tracks cross the abandoned "Willow Glen Spur" rail line ROW at-grade. The WG Spur ROW, according to the City's strategic parks plan ("the Greenprint"), is destined to be acquired by the City of San Jose for a "rails-to-trails" conversion into "the Three Creeks Trail". This trail will connect together the Los Gatos, Guadalupe, and Coyote Creek Trails, as well as tying into the Fwy. 87 bike path – see **Chart 1**. Designs of the HST in this vicinity will affect the design, and cost, of the needed trail crossing. **Chart 2** shows a proposal for the trail crossing, which shows the trail using the existing undercrossing of Fwy. 87, and then heading north and ramp up the embankment to the freeway level and the adjacent Fwy. 87 bike-path, crossing the HST and UP lines, and then ramping back down to grade and again following the WG Spur ROW. The sooner the plans for the HST line in this region are finalized, the sooner the details of the Three Creeks Trail bridge can be worked out. This trail will provide connectivity between the community and the nearby Tamien Station CalTrain/VTA Light Rail stop, and also connections between neighborhoods, local employers, shops, and local and regional parks. For more information, go to www.sjparks.org/Trails/WillowGlenSpur/FocusGroup-WillowGlenSpurTrail.htm; also see www.l-ames.com/3Crks/index.html for the briefing package presented to city and regional elected officials.

Thank you for your kind consideration of the foregoing. Please contact me with any questions.

Very truly yours,



BRUCE TICHININ

cc: Taisia McMahon, Chair: Save Our Trails
BT:cz

TABLE OF CONTENTS

SAN JOSE 2020 GENERAL PLAN TEXT (as of May 20, 2008)

TABLE OF CONTENTS

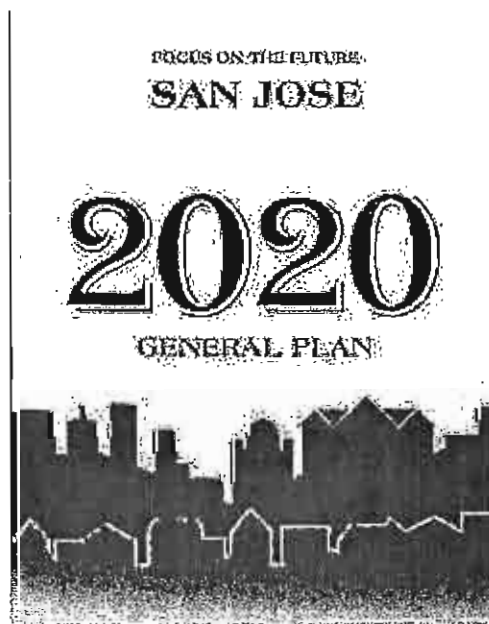
The following pages include the Table of Contents (TOC) of the 2020 General Plan as well as the List of Figures and List of Maps.

How to use it?

(links are under construction at this time)

In the TOC you will find the page-location of every chapter, main title, sub-titles and appendices. We have created links to every *chapter* and *main title* to make it easy for you to navigate through the document.

- Chapters Titles are indicated in bold capital letters.
- Main Titles are indicated in capital letters.



SCENIC ROUTES AND TRAILS DIAGRAM

Trails and Pathways

will be able to enjoy trail experiences not commonly found in an urban environment.

As mentioned above, a trail system provides diverse recreational opportunities for all segments of the population. Of course, not all of these uses will be feasible for all trail locations. However, the varied needs of hikers, equestrians and bicyclists will be accommodated where appropriate in the trail corridors. Trail design should provide sufficient light, vertical and horizontal clearance, and setbacks from adjacent development to ensure a safe and aesthetically pleasing recreational experience. Trails should be built to meet the trail standards established by the Department of Neighborhood Services.

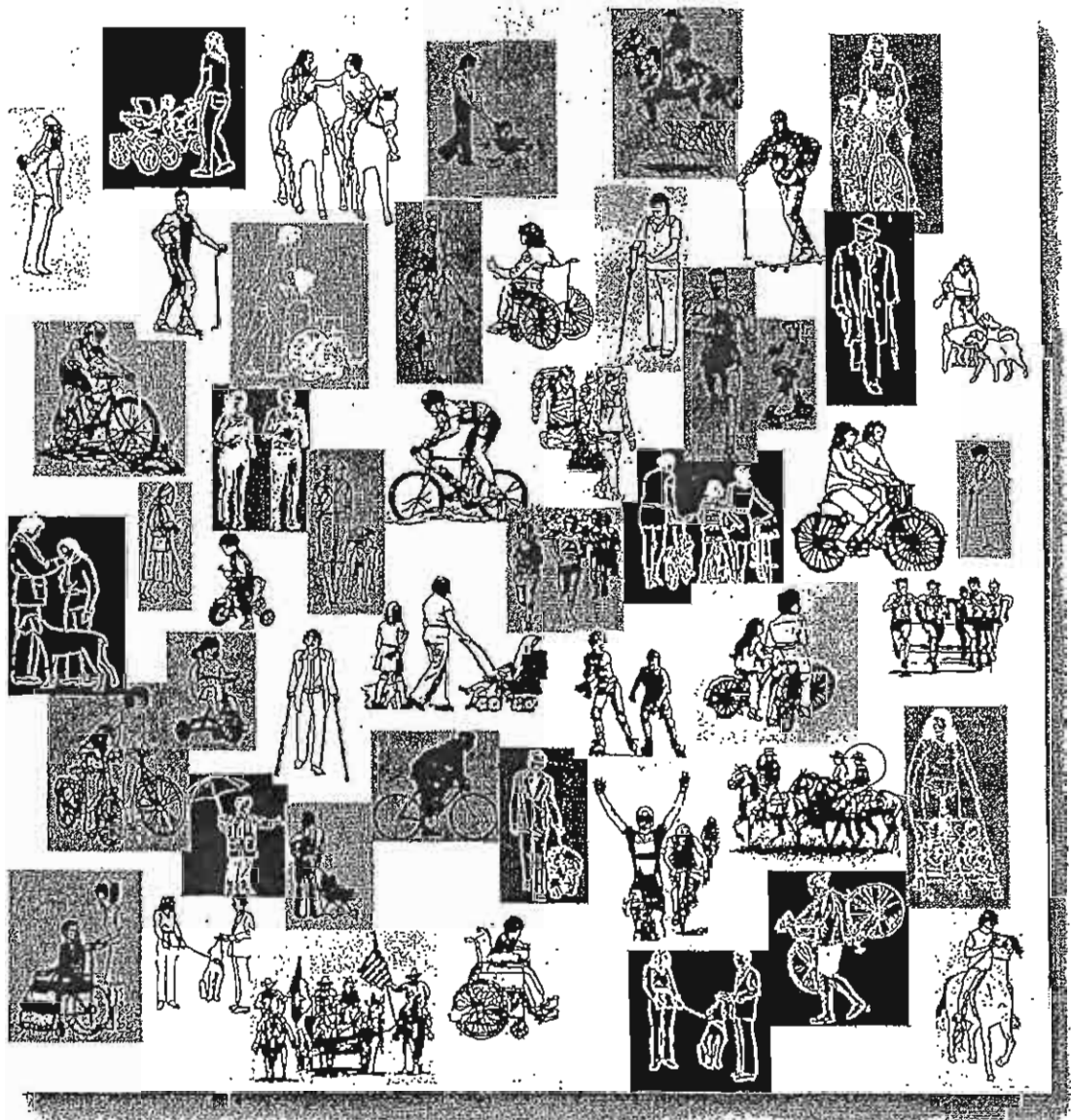
The types of trails which can be located in a designated Trail and Pathway Corridor are:

- **Hiking, Walking and Jogging:** Hiking trails provide the most universal trail opportunities and are included in all the trail corridors of the Plan. The most common user of this type of trail includes school children, joggers and families. Hiking trails in rural undeveloped settings need not be elaborate to provide adequate passage. These trails could consist of an unpaved erosion resistant path that avoids excessive grades and has been cleared of brush to meet the basic requirements of a hiking trail.
- **Equestrian Trails:** Equestrian trails can be found in the South San José and Almaden areas of the City. These trails often share routes with hiking trails because of their similar basic requirements. Equestrian trails, however, require greater horizontal and vertical clearance in order to provide safe passage for both horse and rider. The potential for soil erosion should also be considered in the development

of an equestrian trail. Special facilities for staging and watering horses should be encouraged along designated equestrian trails.

Bicycle Paths: Bicycle paths are generally separated from the roadway and provide a paved surface for bicyclists. Typically they are also open to pedestrians. Riparian corridors and levies along the waterways can provide an ideal setting for bicycle paths. An example of an existing bike path is the Coyote Creek Trail. In order to extend the network of bicycle paths throughout the City, hiking trails may be paved where feasible to allow off-street connections for bicyclists to desirable urban and natural recreation destinations and to employment centers. ■

Trail Design Guidelines



Uniform Interjurisdictional Trail Design, Use, and Management Guidelines

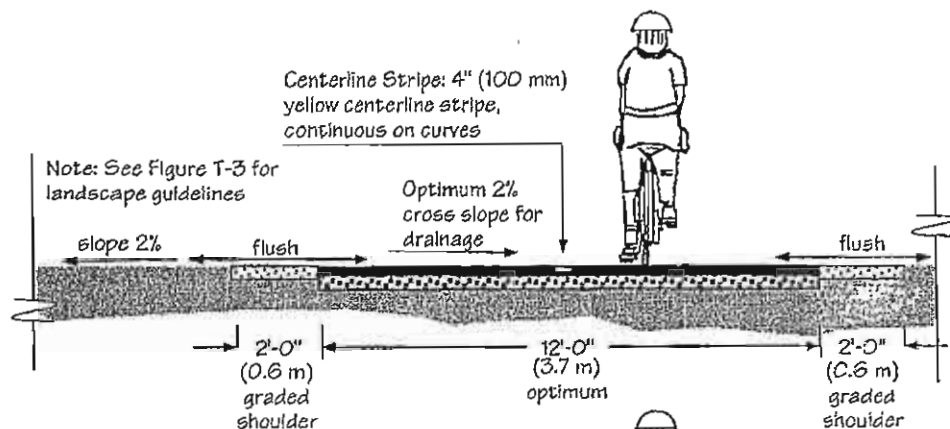
Santa Clara County

Interjurisdictional Trails Committee

A Program of the Santa Clara County Trails Master Plan

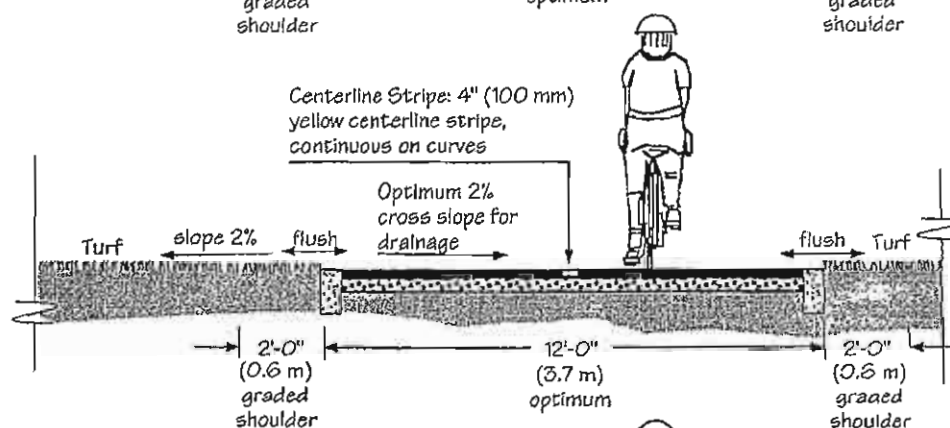
Urban Shared-Use Trail Sections **T-1**

Uniform Interjurisdictional Trail Design, Use, and Management Guidelines
Santa Clara County Interjurisdictional Trails Committee



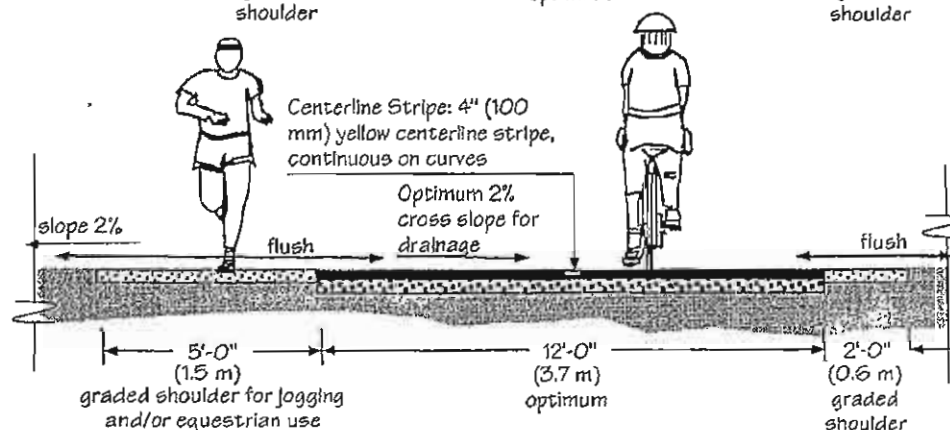
Paved Trail
(See Figure T-2, A and B)

Section A



Paved Trail
in Turf Area
(See Figure T-2, C)

Section B



Combination Paved Trail and
Unpaved Jogging Trail
(See Figure T-2, A and B)

Section C

Related Policies: UD-2.2.2; UD-3.5.4; UD-4.11.1; UM-3.4

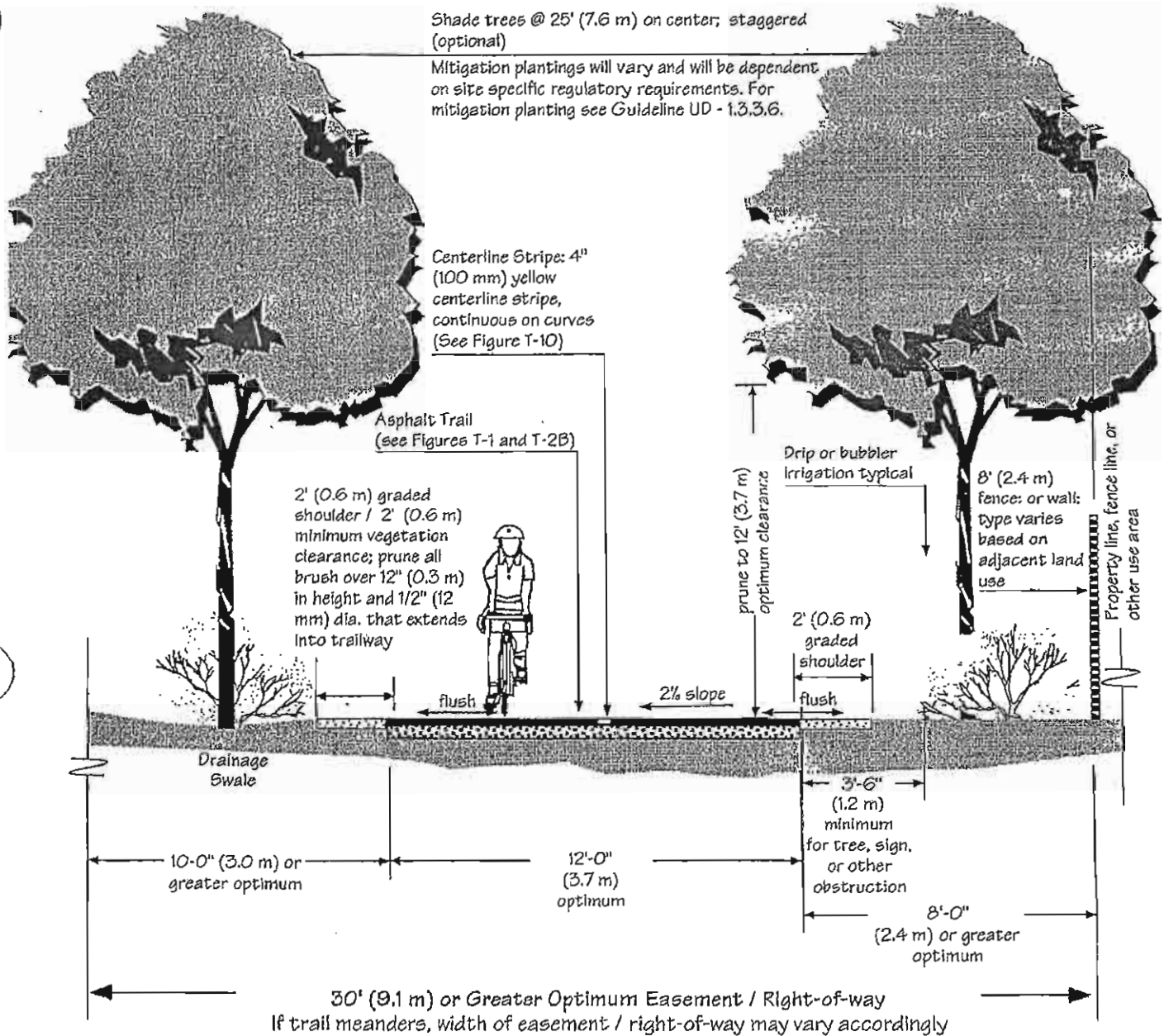
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- Trail shoulders: 2' (0.6 m) graded shoulder; 2' (0.6 m) minimum vegetation clearance; prune all brush over 12" (0.3 m) in height and 1/2" (12 mm) dia. that extends into trailway.
- Centerline stripes should be used along trails. Solid centerline stripes should be used where there is heavy use, on curves greater than 100 feet long (30.5 m) with restricted sight distances, and where the path is unlighted and nighttime riding is expected. Dashed stripes should be used where there is heavy use but only where sight distances permit.
- "Optimum": The best or most favorable condition for a particular trail situation from the perspective of responsible management.
- Reference Also: Highway Design Manual, Chapter 1000 Bikeway Planning and Design; Topic 1003 - Design Criteria; and Topic 1004 - Uniform Signs, California State Department of Transportation.

Final: April 15, 1999

Urban Trail with Adjacent Landscaping T-3

Uniform Interjurisdictional Trail Design, Use, and Management Guidelines
Santa Clara County Interjurisdictional Trails Committee



Related Policies: UD-2.2.2; US-3.3; UD-1.1.4; UD-4.11.1; UM-3.3

Notes:

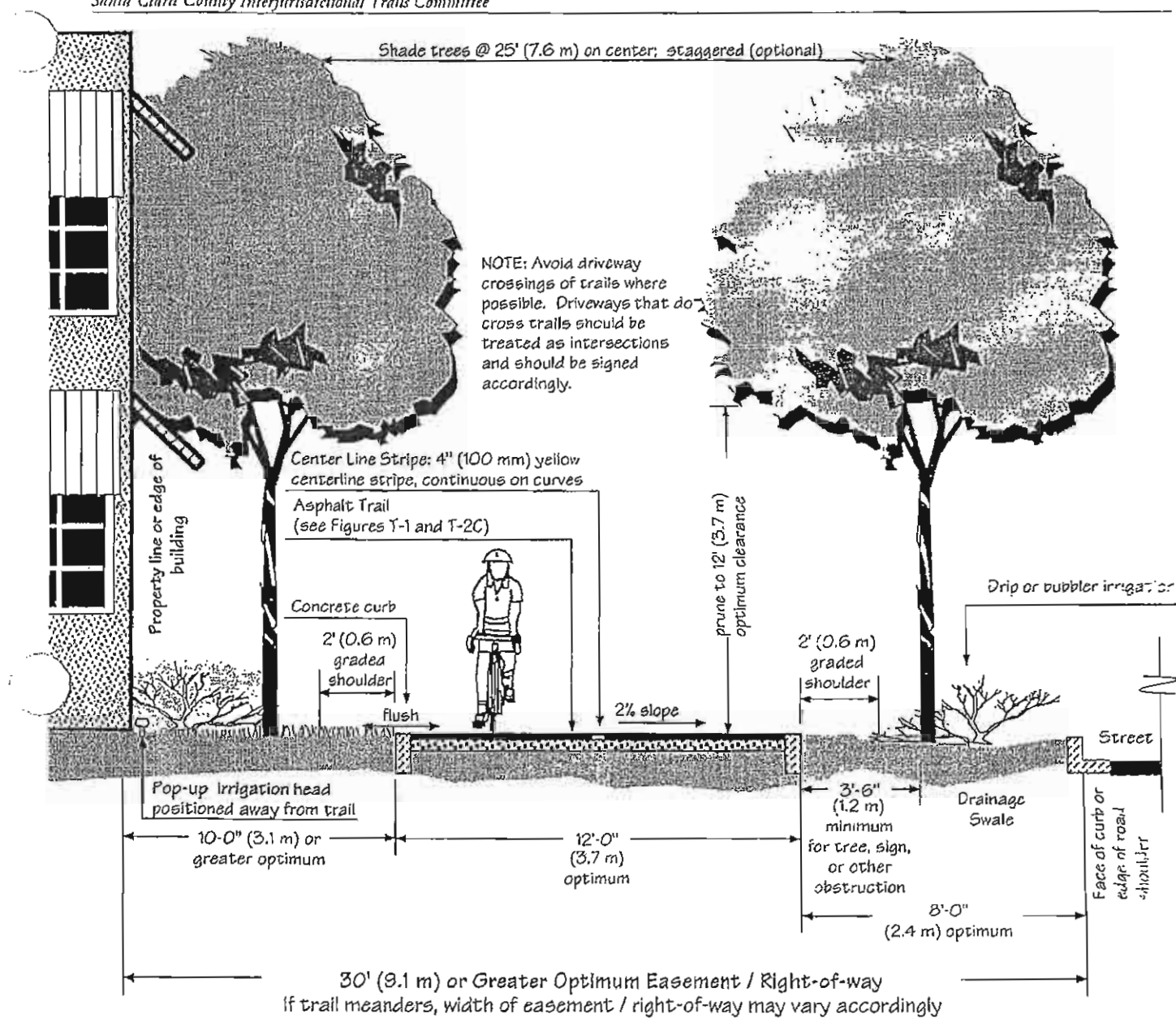
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Final: April 15, 1999

T-4 Trail Adjacent to Street with Landscaping

Uniform Interjurisdictional Trail Design, Use, and Management Guidelines
Santa Clara County Interjurisdictional Trails Committee



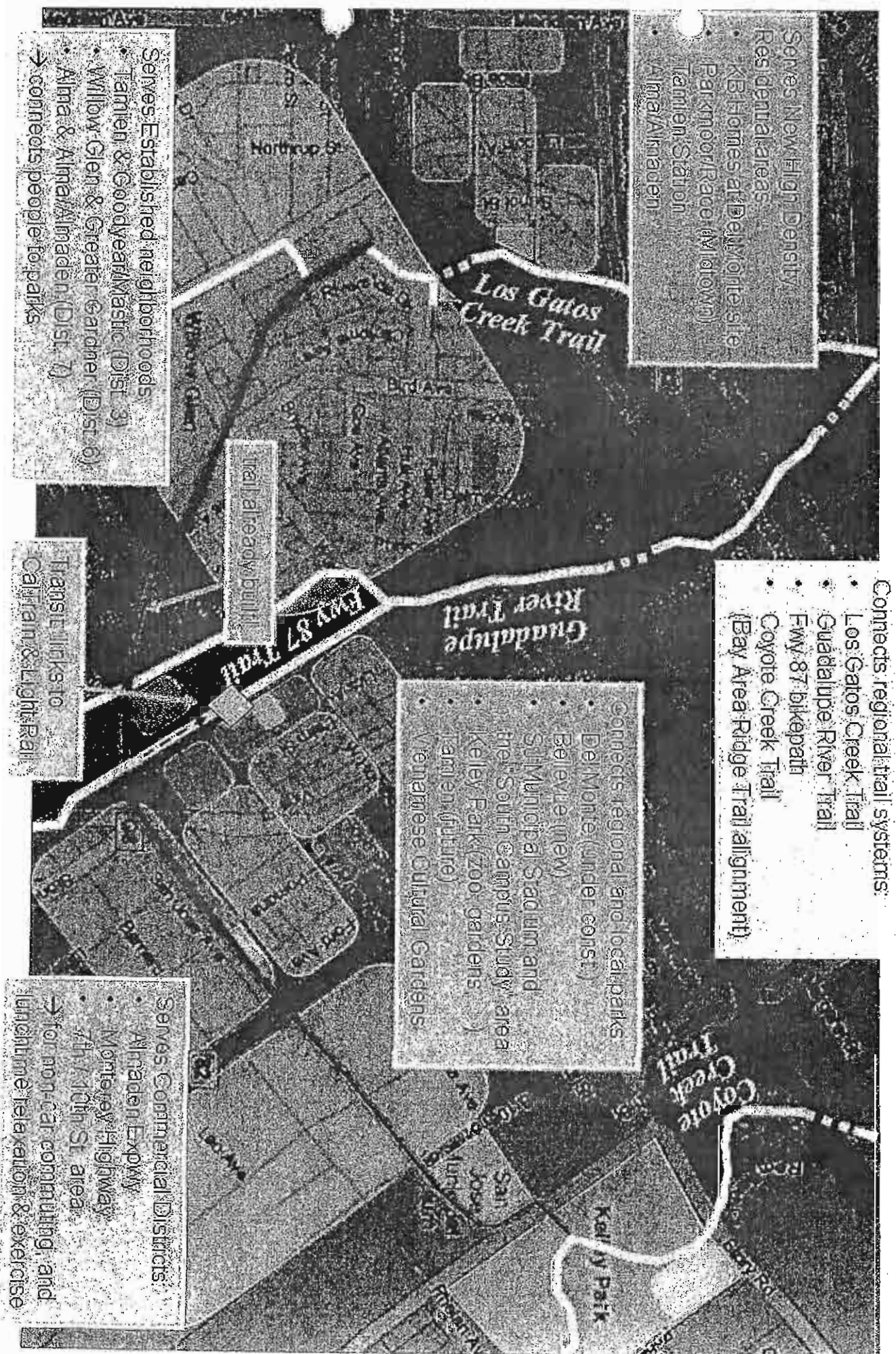
Related Policies: UD-1.1.1; UD-1.1.2; UD-2.2.2; UD-3.5.6; UD-4.11.1; UM-3.3; UM-3.4

Notes:

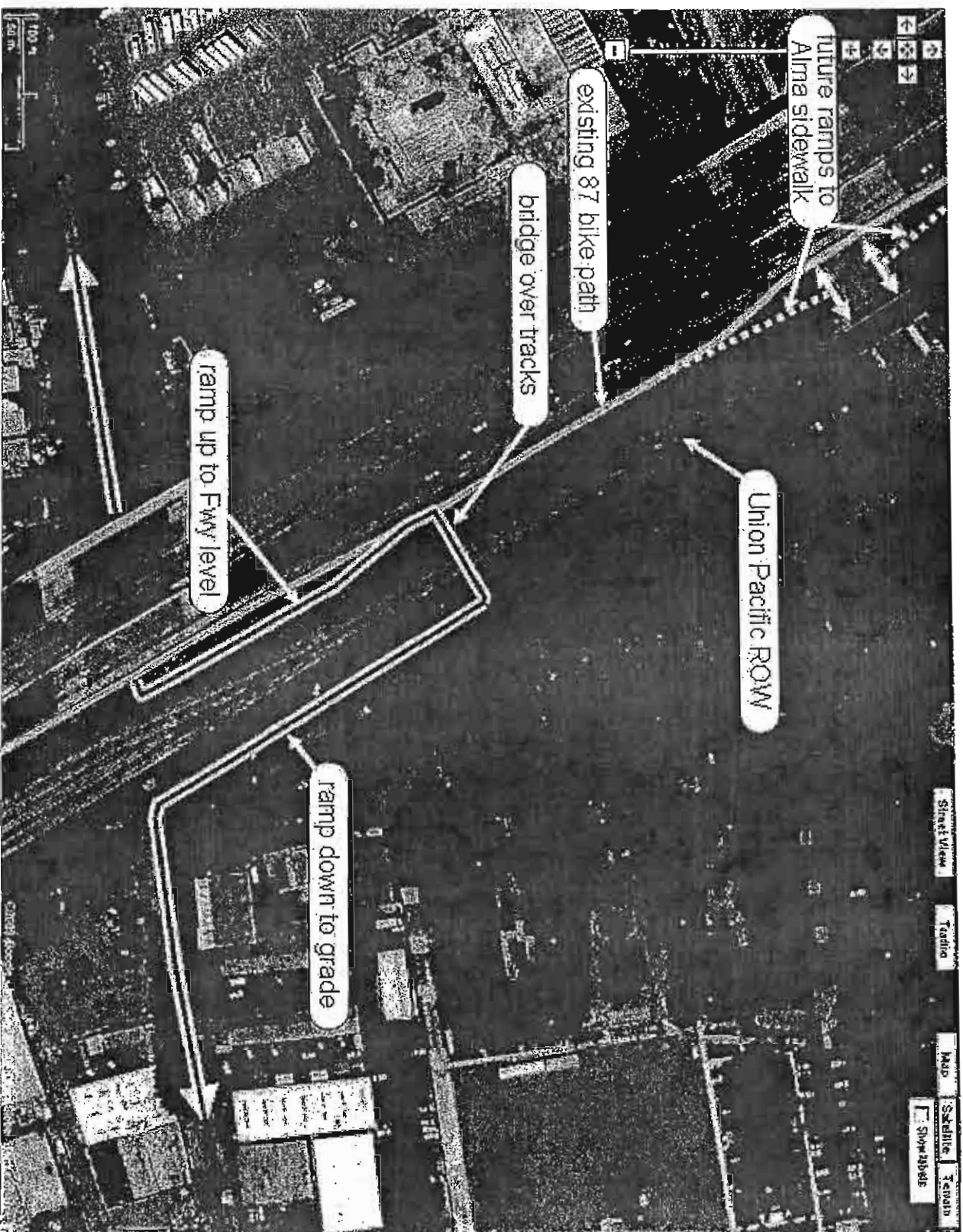
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Final: April 15, 1999

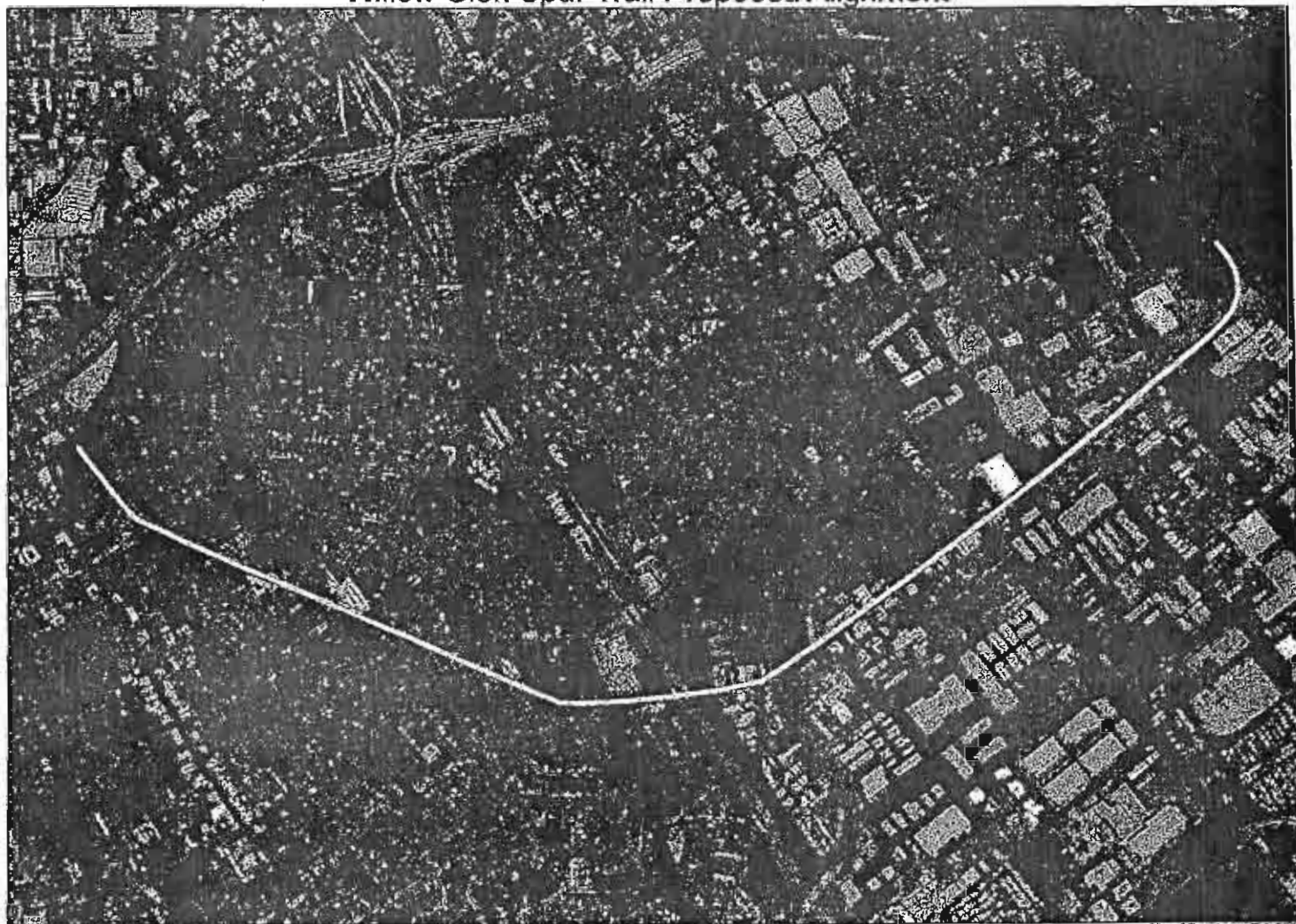
Opportunities: the 3-Creeks Trail



Concept for Bridge of UP ROW



Willow Glen Spur Trail Proposed Alignment



Trail not open - for planning purposes only

City of San Jose, Feb 2007

LAW OFFICE OF
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April 10, 2009

Via U.S. Mail, Facsimile (916) 322-0827 & E-Mail: comments@hsr.ca.gov

**Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority**

Attn: San Jose to Merced

Re: Scoping Comments of Save Our Trails

Dear Mr. Leavitt:

Kindly be advised that I am the attorney for Save Our Trails, a public interest group of residents and neighborhood associations dedicated to assisting local governments to defend, acquire, construct and maintain the Santa Clara County Master Trail as established in the County and Cities General Plans - for the enjoyment of all persons.

We recently submitted to you a previous scoping comments letter for the San Francisco to San Jose High-Speed Train track ("HST") system. In this letter, we request the same analysis for the other reach of the HST system in Santa Clara County, the San Jose to Merced system. Based on our greater knowledge of the Santa Clara County Master Trail components in this area, we will provide somewhat more detailed requests, including a reiteration of the comments regarding trails in the letter you have received from Larry Ames.

We respectfully request that the forthcoming EIR do the following, in detail:

1. Identify all points and reaches of the HST for the San Jose to Merced system that will cross or approach any existing or proposed trail route¹ within a distance that may adversely impact the "quiet enjoyment" or peaceful experience of the trail for any users as a result of any noise, vibration, air current, or other sensory impact

¹ That is, the trail route consists of all portions of the Master Trail are identified as an existing or future trail in the General Plan, or other trail planning document, of the County of Santa Clara, or of any City in Santa Clara County, including, without limitation, the City of San Jose Greenprint for Parks and Community Facilities and Programs, A 20-Year Strategic Plan, August 2000 ("Greenprint").

(including unaesthetic sight or smell) from the construction, operation, maintenance or repair of either the trains, or the tracks, or other train infrastructure.

2. Identify which of the foregoing potential adverse impacts are significant, and which, if any, are insignificant, and justify any conclusion of insignificance.
3. For each potentially significant impact, identify and discuss alternatives or mitigation measures that will either eliminate the impact or reduce it to a level of insignificance, including, without limitation: (a) undergrounding the HST at these crossings or proximity reaches, or (b) constructing above-grade crossing for either the HST or the trails.

More specifically, the adequacy of mitigation measures and alternatives must be measured by whether they result in (1) the preservation of existing trails segments and (2) the potential to build designated(but unconstructed) trails according the trail design standards of the following provisions of the governing documents:

Trail design should provide sufficient light, vertical and horizontal clearance, and setbacks from adjacent development to ensure a safe and aesthetically pleasing recreational experience. Trails should be built to meet the trail standards established by the Department of Neighborhood Services.

General Plan Text, p. 272, attached, underling added.

The above-referenced trail standards established by the Department of Neighborhood Services are the "Uniform Interjurisdictional Trail Design, Use, and Management Guidelines," the relevant portions of which are attached.

They show that for the "High Volume/Urban Experience" trail, ("Level 3"), which clearly describes the trail experience that would be associated with the Willow Glen Spur Trail (i.e., with "*Structures and other cultural improvements (parks, plazas, streets) nearby and readily evident*;" "Level 3" column), the optimum Trail Route Easement/Right-of way for a low density residential setting (such as the Willow Glen Spur is in), is 30 feet (9.1 m).

Within this 30 feet easement width, "*[s]hared-use trails should be designed as paved two-way paths and should have an optimum width of 12 feet (3.7 m) with a center strip....and minimal 2-foot (0.6 m), flush graded shoulders or a clear space on each side of the trail.*" (Underlining added.)

Design illustrations utilizing this 30 feet of the "Optimum Easement/Right-of-Way" standard for an "Urban Trail with Adjacent Landscaping" and a "Trail Adjacent to Street with Landscaping" are shown.

Additionally, we have identified the following four (4) points and reaches of the HST for the San Jose to Merced system that will cross or approach an existing or proposed trail route within a distance that may adversely impact the "quiet enjoyment" or peaceful experience of the trail, and request that the harm the trail be eliminated through alternatives or mitigation measures:

(1) The Los Alamos Trail begins in the Southern part of Almaden Valley in San Jose at McKean Road and extends north along the Los Alamos Creek to Coleman Avenue near Almaden Expressway where the Los Alamos Creek merges with the Guadalupe Creek and forms the Guadalupe River continuing North past Oak Ridge Mall and on into Willow Glen with the established trail alongside the River. When the trail passes Curtner Avenue, the trail merges side by side with the CalTrain tracks continuing north to Alma street in Willow Glen. It is the portion of the trail between Curtner Avenue and Alma Street in Willow Glen where the High Speed Rail will pass and take established trail land from the City of San Jose, a loss of trail and open space.

(2) From Alma Street past Willow Street the trail continues West of Hwy #87 along the Creek north, and travels through planned Open Space/Parkland and Guadalupe Trail, this area is along and to the west of the Tamien Station Transit Mall. A loss of Trail and Parkland.

(3) The proposed HST Route crosses the Historic Willow Glen Spur Trail while on the CalTrain route when it is in the area in between Willow Glen Way and San Jose Avenue near Almaden Road. The willow Glen Spur Trail is on former Western Pacific RR tracks coming from the east beginning in Utah and traveling across the Historic WP-RR Trestle between Lonus and Coe Avenues in Willow Glen and traveling south. This trestle was built during WW1.

(4) The HST route crosses the Los Gatos Creek Trail and parallels the trail on San Carlos Blvd @Montgomery Street in the proposed Park in the (Midtown Specific Plan) at Montgomery St. & San Carlos & Park Avenue. This Los Gatos Creek Trail connects Willow Glen with the proposed new Diridon Station/Arena Area and proposed ball park.

Save Our Trails joins another commentator, Dr. Larry Ames, in the following comments regarding trails contained in his letter of April 1, 2009, with some additional comments regarding the Three Creeks Trail. Community concern to protect this Trail was the catalyst that brought Save Our Trails into existence:

Monterey Highway

The UP tracks enter into San Jose proper through a narrow pass at the foot of Tulare Hill, near Metcalf Road. This pass is the planned connection of the **Bay Area Ridge Trail**, which currently comes down off of the Santa Cruz Mountains at Santa Teresa County Park, and is planned to skirt Tulare Hill, bridge across the Union Pacific Railroad and Monterey Highway, and then connect to the adjacent Coyote Creek Trail. Any plans for the HST in this region hopefully will be compatible with this nearly-completed roughly 400-mile-long regional trail system. (For more information, check out www.ridgetrail.org.)

Freeway 87

There is an existing bike/ped walkway along Fwy. 87, located between the freeway and the UP tracks. (See www.sjparks.org/Trails/Fwy.87/Fwy.87Map.asp for details.) Both the trail and the UP tracks go under an overcrossing at Almaden Expressway: is there adequate width in that undercrossing for the HST as well? Alternatives: (1) provide a tunnel through the Expressway embankment for an alternate trail alignment (although San Jose generally does not favor tunnels for trails); (2) bring the trail up to the level of the Expressway and cross at a signalized intersection (slowing traffic on the Expressway); (3) **make a trail bridge over the Expressway** (which might not meet ADA grade requirements); or (4) sever the trail and provide alternative routes (e.g., fully funding the nearby Guadalupe River Trail).

- North of Almaden Expressway, **the Fwy. 87 Trail** is nearly at freeway level at the top of an embankment, while the UP tracks are at grade at the foot of the same embankment. Will constructing the HST affect the embankment, possibly further affecting the stability of the fill dirt under the freeway? Will it affect the trail at the top of the embankment?
- New development is taking place along Fwy. 87 near Alma Ave. as part of “the Tamien Project”. As part of the negotiations between City Councilmembers, Developers, and the Community, we were promised that the Developer would construct **trail “on-ramps” from the Alma Ave. sidewalks up to the Fwy. 87 bikeway.** Would the construction of the HST in this vicinity impact these **promised trail connections**?
- At the Tamien Station, the UP tracks come within 10' of the Fwy. 87 northbound on-ramp: it is so close that the **Fwy. 87 bike path** is routed beneath the curve of the freeway on-ramp. **Is there room from the HST to be between the UP tracks and the freeway?** If the HST is on the other (eastern) side of the UP

Mr. Dan Leavitt, Deputy Director
April 9, 2009
Page 5 of 5

tracks, then it will impact the newly constructed 11-story residential building at Alma, and also the City's day-care facility at the Tamien Station.

- **Just north of Willow St., the Fwy. 87 bike trail is someday due to connect to a trail that is to be built as part of the Guadalupe River flood-control project. The HST in this region has to be compatible with the Santa Clara Valley Water District (SCVWD) plans for the Guadalupe, and with the San Jose bike-path plans as well.**

Three Creeks Trail (aka Willow Glen Spur Trail)

In the section of Fwy. 87 between (old) Almaden and Alma, the UP tracks cross the abandoned "Willow Glen Spur" rail line ROW at-grade. The WG Spur ROW, according to the City's strategic parks plan ("the Greenprint"), is destined to be acquired by the City of San Jose for a "rails-to-trails" conversion into "the Three Creeks Trail". This trail will connect together the Los Gatos, Guadalupe, and Coyote Creek Trails, as well as tying into the Fwy. 87 bike path – see **Chart 1**. Designs of the HST in this vicinity will affect the design, and cost, of the needed trail crossing. **Chart 2** shows a proposal for the trail crossing, which shows the trail using the existing undercrossing of Fwy. 87, and then heading north and ramp up the embankment to the freeway level and the adjacent Fwy. 87 bike-path, crossing the HST and UP lines, and then ramping back down to grade and again following the WG Spur ROW. The sooner the plans for the HST line in this region are finalized, the sooner the details of the Three Creeks Trail bridge can be worked out. This trail will provide connectivity between the community and the nearby Tamien Station CalTrain/VTA Light Rail stop, and also connections between neighborhoods, local employers, shops, and local and regional parks. For more information, go to www.sjparks.org/Trails/WillowGlenSpur/FocusGroup-WillowGlenSpurTrail.htm; also see www.l-ames.com/3Crks/index.html for the briefing package presented to city and regional elected officials.

Thank you for your kind consideration of the foregoing. Please contact me with any questions.

Very truly yours,



BRUCE TICHININ

cc: Taisia McMahon, Chair: Save Our Trails
BT:cz

TABLE OF CONTENTS

SAN JOSE 2020 GENERAL PLAN TEXT (as of May 20, 2008)

TABLE OF CONTENTS

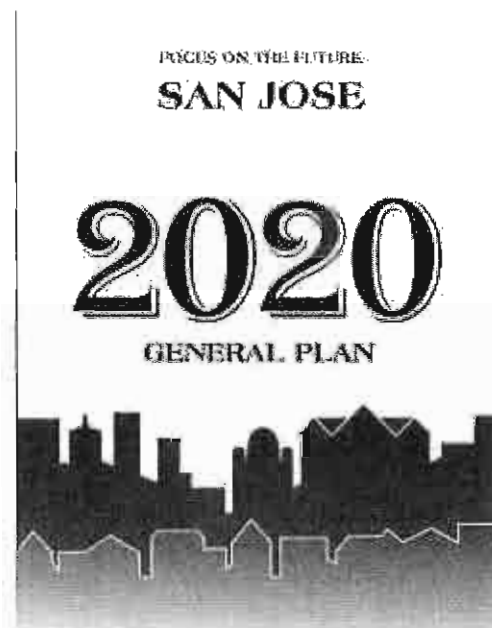
The following pages include the Table of Contents (TOC) of the 2020 General Plan as well as the List of Figures and List of Maps.

How to use it?

(links are under construction at this time)

In the TOC you will find the page-location of every chapter, main title, sub-titles and appendices. We have created links to every *chapter* and *main title* to make it easy for you to navigate through the document.

- Chapters Titles are indicated in bold capital letters.
- Main Titles are indicated in capital letters.



SCENIC ROUTES AND TRAILS DIAGRAM

Trails and Pathways

will be able to enjoy trail experiences not commonly found in an urban environment.

As mentioned above, a trail system provides diverse recreational opportunities for all segments of the population. Of course, not all of these uses will be feasible for all trail locations. However, the varied needs of hikers, equestrians and bicyclists will be accommodated where appropriate in the trail corridors. Trail design should provide sufficient light, vertical and horizontal clearance, and setbacks from adjacent development to ensure a safe and aesthetically pleasing recreational experience. Trails should be built to meet the trail standards established by the Department of Neighborhood Services.

The types of trails which can be located in a designated Trail and Pathway Corridor are:

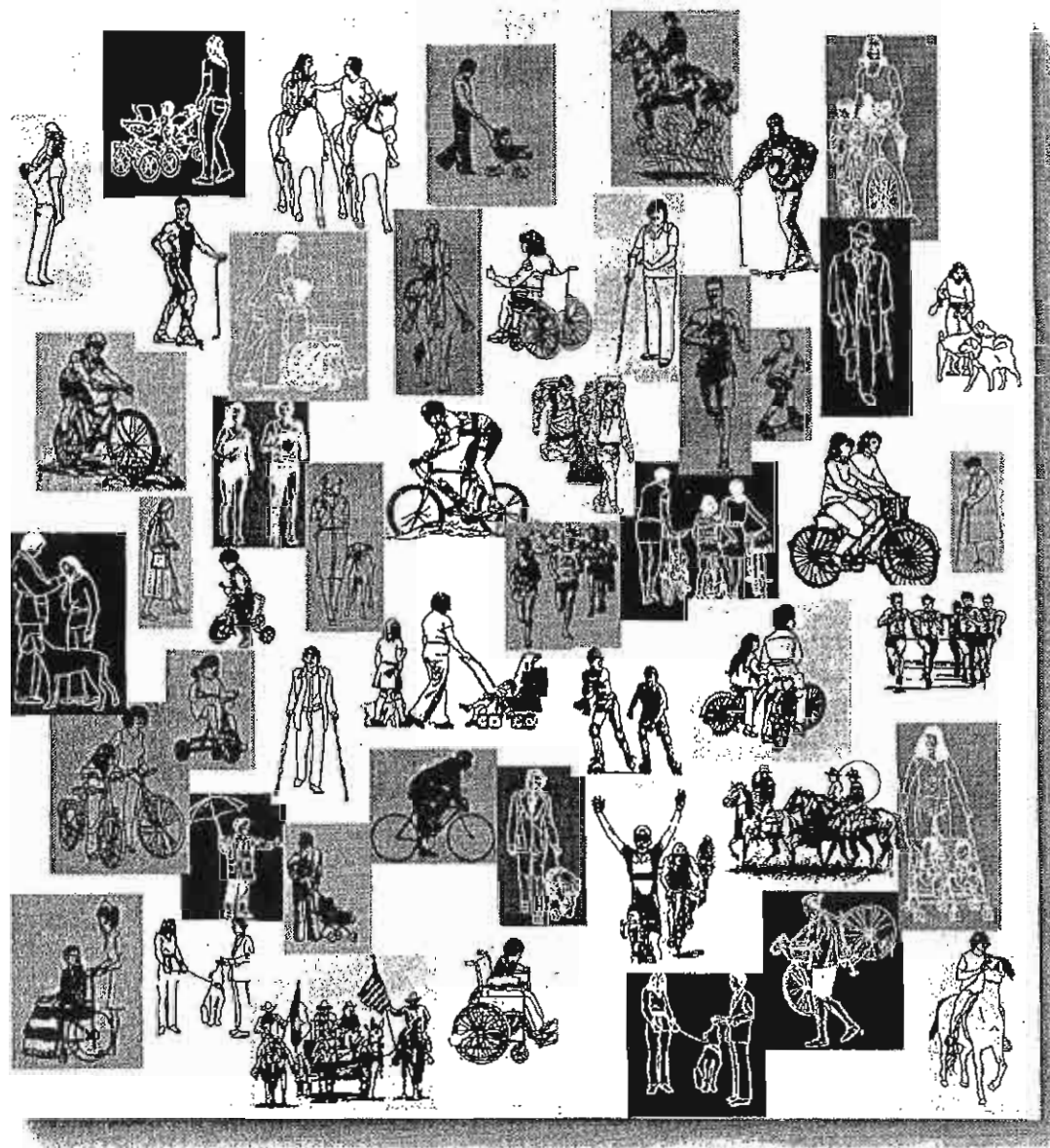
- **Hiking, Walking and Jogging:** Hiking trails provide the most universal trail opportunities and are included in all the trail corridors of the Plan. The most common user of this type of trail includes school children, joggers and families. Hiking trails in rural undeveloped settings need not be elaborate to provide adequate passage. These trails could consist of an unpaved erosion resistant path that avoids excessive grades and has been cleared of brush to meet the basic requirements of a hiking trail.
- **Equestrian Trails:** Equestrian trails can be found in the South San José and Almaden areas of the City. These trails often share routes with hiking trails because of their similar basic requirements. Equestrian trails, however, require greater horizontal and vertical clearance in order to provide safe passage for both horse and rider. The potential for soil erosion should also be considered in the development

of an equestrian trail. Special facilities for staging and watering horses should be encouraged along designated equestrian trails.

Bicycle Paths: Bicycle paths are generally separated from the roadway and provide a paved surface for bicyclists. Typically they are also open to pedestrians. Riparian corridors and levies along the waterways can provide an ideal setting for bicycle paths. An example of an existing bike path is the Coyote Creek Trail. In order to extend the network of bicycle paths throughout the City, hiking trails may be paved where feasible to allow off-street connections for bicyclists to desirable urban and natural recreation destinations and to employment centers. ■



Trail Design Guidelines



Uniform Interjurisdictional Trail Design, Use, and Management Guidelines

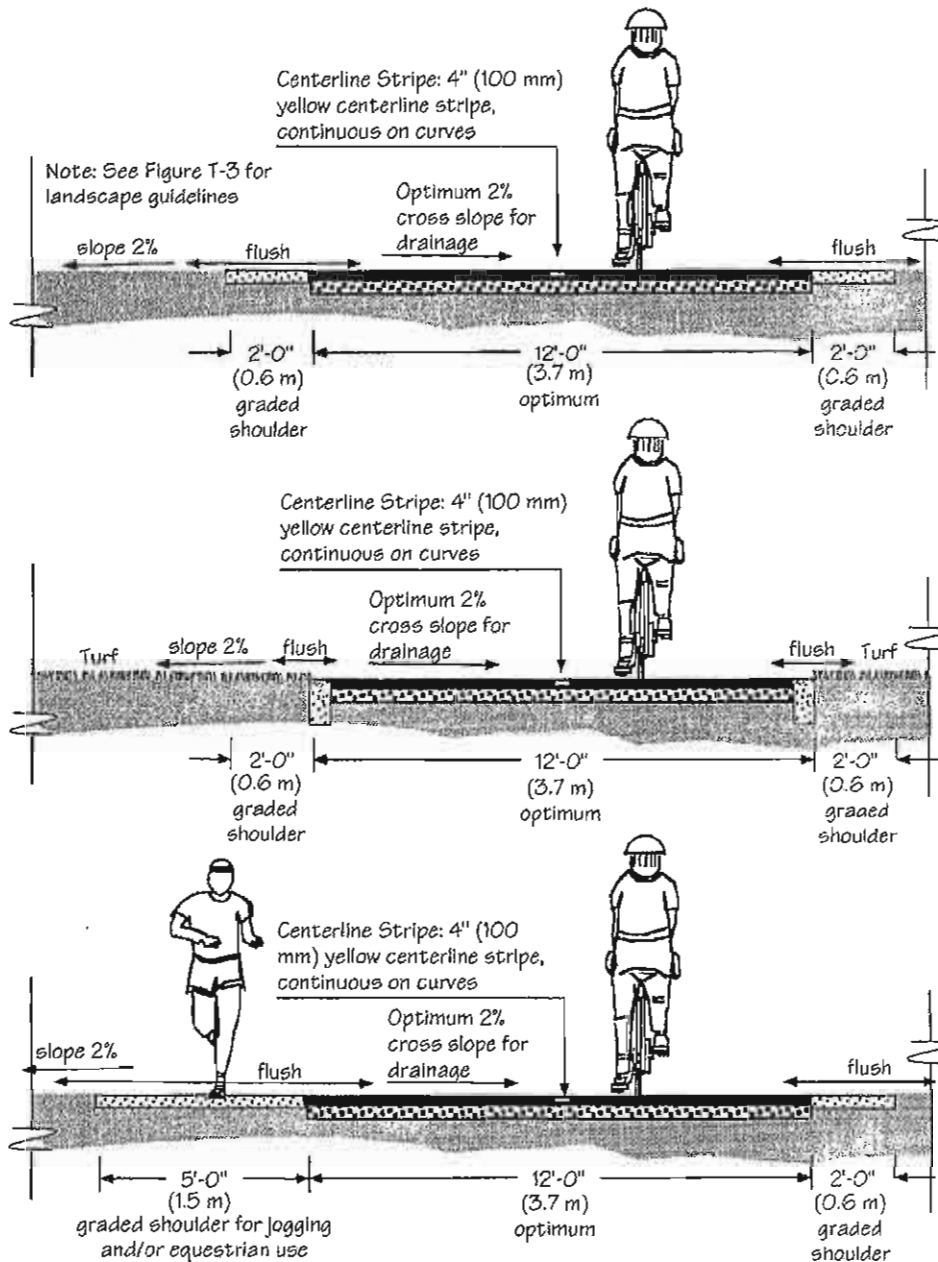
Santa Clara County

Interjurisdictional Trails Committee

A Program of the Santa Clara County Trails Master Plan

Urban Shared-Use Trail Sections T-1

Uniform Interjurisdictional Trail Design, Use, and Management Guidelines
Santa Clara County Interjurisdictional Trails Committee



Paved Trail
(See Figure T-2, A and B)
Section A

Paved Trail
in Turf Area
(See Figure T-2, C)
Section B

Combination Paved Trail and
Unpaved Jogging Trail
(See Figure T-2, A and B)
Section C

Related Policies: UD-2.2.2; UD-3.5.4; UD-4.11.1; UM-3.4

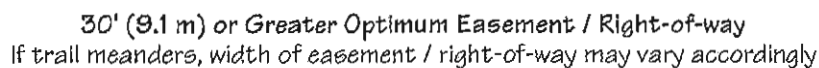
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Final: April 15, 1999

T-3

Santa Clara County Interjurisdictional Trails Committee



Related Policies: UD-2.2.2; US-3.3; UD-1.1.4; UD-4.11.1; UM-3.3

Notes:

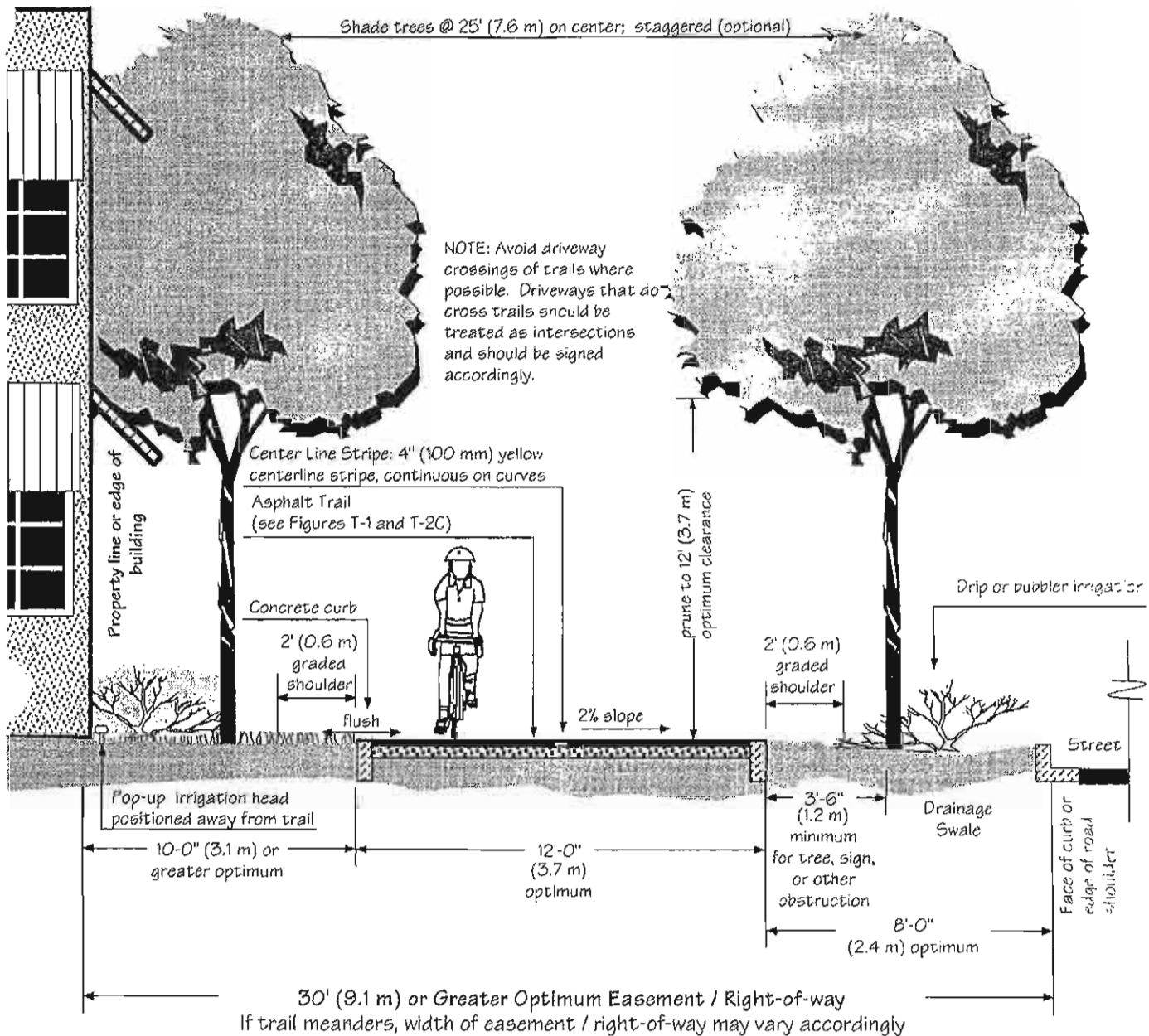
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Final: April 15, 1999

T-4 Trail Adjacent to Street with Landscaping

Uniform Interjurisdictional Trail Design, Use, and Management Guidelines
Santa Clara County Interjurisdictional Trails Committee



Related Policies: UD-1.1.1; UD-1.1.2; UD-2.2.2; UD-3.5.6; UD-4.11.1; UM-3.3; UM-3.4

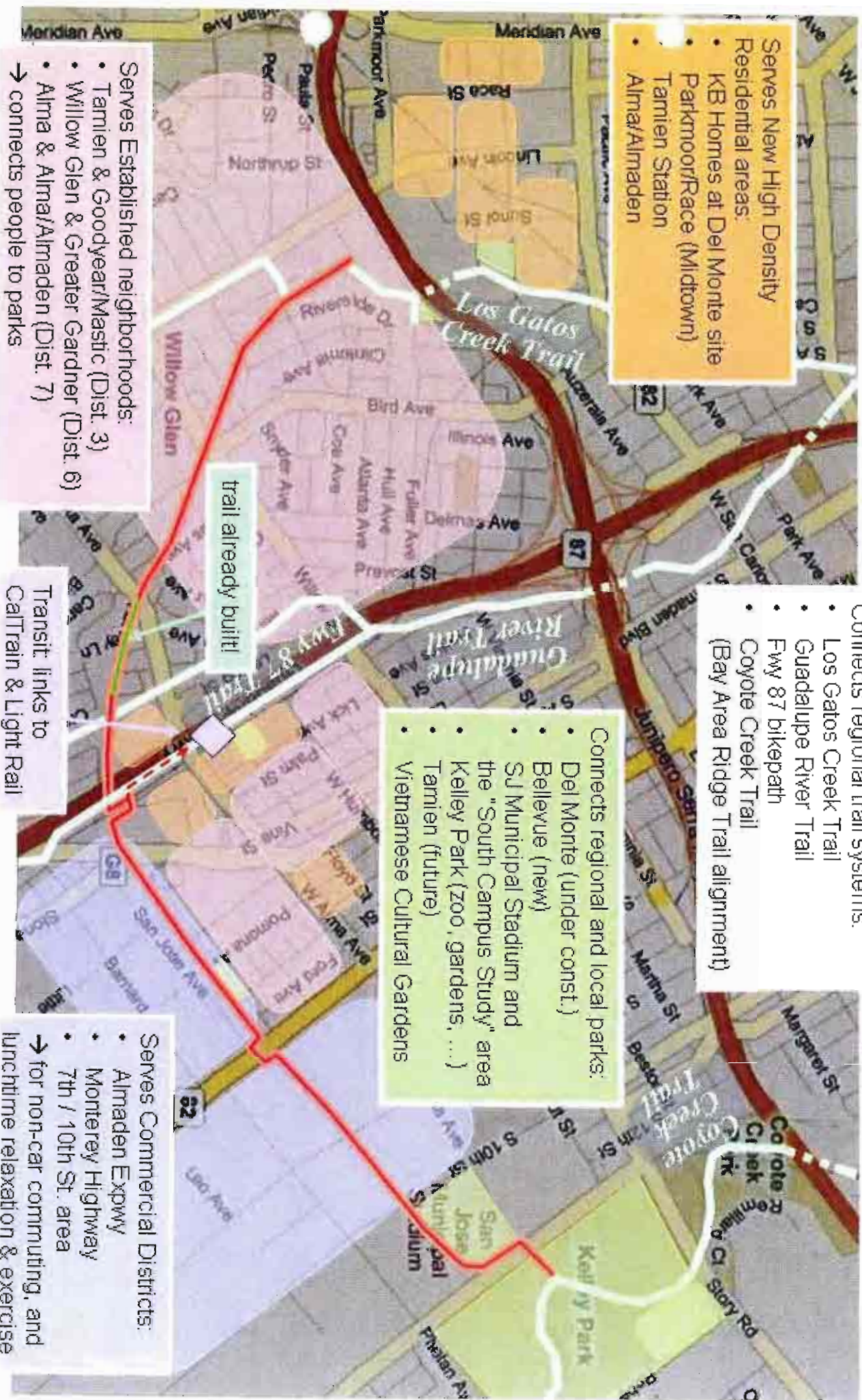
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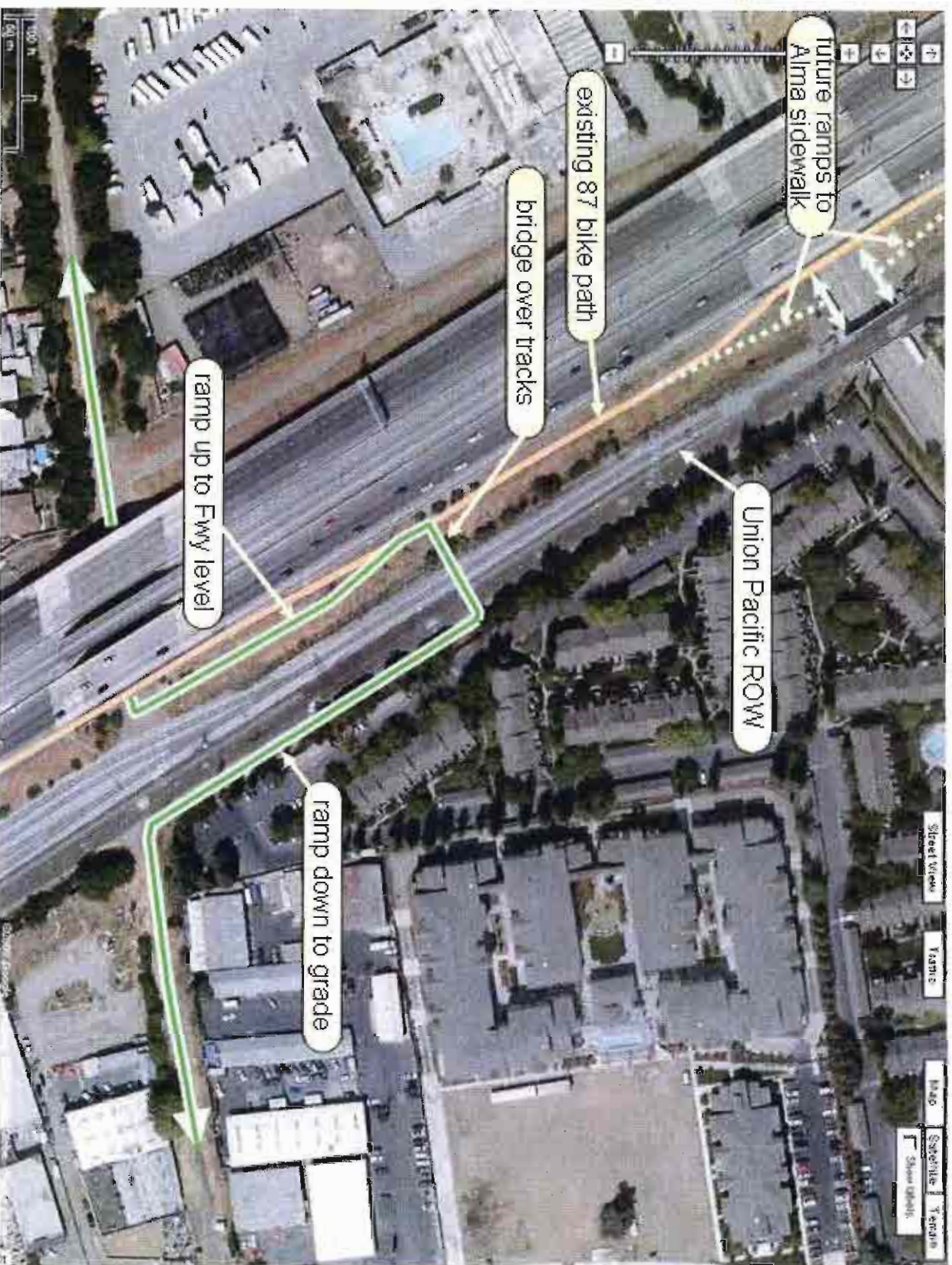
Final: April 15, 1999

chart 1

Opportunities: the 3-Creeks Trail



Concept for Bridge of UP ROW



Willow Glen Spur Trail Proposed Alignment



Trail not open - for planning purposes only

City of San Jose, Feb 2007

JoAnne Clarke
2823 N. Oleander
Merced, CA 95340
209-726-0636
jo_clarke@att.net



Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
Attn: San Jose to Merced HST
925 L Street, Suite 1425
Sacramento, CA 95814
comments@hsr.ca.gov

Dear Mr. Leavitt;

Re: Scoping Comments, San Jose to Merced High-Speed Rail

I am an avid supporter of high speed rail. I believe it represents the future of domestic travel. I want to see that the California High Speed Rail transportation system is the best that it can be with the most efficient use of funds. The unfortunate turn in our economy may have a silver lining with the help of President Obama's stimulus plan and his support and enthusiasm for the concept of high speed rail transportation.

The planning and implementation of the high speed rail system will have many hurdles to overcome. Acquiring rights of way, complying with environmental protection laws and endangered species protection can be very costly in dollars and in time. Careful thought must be used when considering the potential routes the system will use to accomplish a link between Los Angeles, San Francisco and Sacramento.

Utilizing existing transportation corridors, avoiding rural undeveloped areas, farmland, and environmentally sensitive lands while taking advantage of existing transportation systems like BART and CalTrain when making the final route selections will insure a cost effective system completed in a timely manner.

Constructing a system in functional phases and using existing transportation systems to fill in the gaps will provide us with mass transportation and revenue during completion of the subsequent phases.

When I reviewed the Bay Area to Central Valley EIR/EIS last summer I noted that the greatest environmental impacts were in the Bay Crossing and the Pacheco Pass routes, both of which impact sensitive wetlands and wildlife habitats. If the Highway 99 corridor and the Altamont Pass to Livermore alignment were used instead of the Bakersfield to Los Banos and Pacheco Pass alignment to San Jose, BART could be used for the Bay Crossing and you would avoid the wetlands habitat around the Bay as well as the sensitive grasslands area between Merced and Los Banos.

The Altamont Pass transportation corridor is already developed and its use maximized on a daily basis by those commuting between Valley towns and Bay Area jobs. This is the route that most needs relief from traffic congestion and would benefit most by transportation alternatives.

I would like to see a transportation system that could address our immediate needs in alleviating traffic congestion while providing transportation options for the many of us who commute to jobs. This system could provide the infrastructure and support for the high-speed rail system to follow. The CalTrain system accomplishes this between Gilroy and the Bay Area. It is a low cost and efficient system for commuters. For San Joaquin Valley commuters there is no comparable alternative.

We need to look at the big picture and visualize a "complete" system that not only benefits those making the long commute from Los Angeles to San Francisco on an interim basis but one that will also provide low cost transportation alternatives for those of us who must commute daily between cities along Highway 99 and over the Altamont Pass to jobs in the Bay Area.

The high-speed rail system should be one aspect of a transportation network that has links between urban and rural areas through a variety of transportation alternatives such as commuter rail and light rail.

The opportunities are great right now to develop the best high-speed rail transportation system ever. Please use fiscal prudence when considering your alignment options and keep a broad focus on what can be achieved. It doesn't have to be just a high-speed train between LA and SF. In fact, it doesn't even have to go all the way to San Francisco; it just needs to get to the first BART station.

Please keep me informed as this wonderful project progresses.

Sincerely,



JoAnne Clarke,
Conservation Chair, Merced Group-Sierra Club



CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY

Scoping Comment Form

San Jose to Merced High-Speed
Train Project EIR/EIS

Thank you for attending today's meeting. The purpose of the scoping process is to provide government agencies and the public the opportunity to help identify possible issues, the overall scope and focus, and alternatives for consideration in the environmental review. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 10, 2009.



Meeting Date/Location

☐ March 18 - Merced ☐ March 25 - San Jose ☒ March 26 - Gilroy

Name (please print): Madelyn Bourdet City: Hollister State: CA Zip: 95023

Title (if applicable): _____ Phone: (408) 842-1954 Fax: _____

Organization/Business (if applicable): _____ E-mail: _____

Address: 10164 Pacheco Pass Highway Hollister, CA 95023

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Comment (please write clearly): Please see attached letter.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team members, mail, or e-mail it to us at comments@hsr.ca.gov by close of business on April 10, 2009. In addition, you may comment verbally to the court reporter today.
The comment period ends close of business on April 10, 2009.

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FORREST W. HANSEN
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ERIC J. BERQUIST
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MARY KATHARINE WILSON
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ANDREW L. FABER
RALPH J. SWANSON
PEGGY L. SPRINGGAY
JOSEPH E. DWORAK
SAMUEL L. FARB
ALAN J. PINNER
FRANK R. UBHAUS
LINDA A. CALLON
JAMES P. CASHMAN
STEVEN J. CASAD
NANCY J. JOHNSON
JEROLD A. REITON

ROBERT L. CHORTEK
JONATHAN D. WOLF
KATHLEEN K. SIPLE
KEVIN F. KELLEY
MARK MAKIEWICZ
ROBERTA S. HAYASHI
JEFFREY S. KAUFMAN
JOLIE HOUSTON
BRIAN L. SHETLER
JOHN F. DOMINGUE
HARRY A. LOPEZ
CHARLES W. VOLPE
MICHAEL VIOLANTI

RETIRED
SAMUEL J. COHEN
ROBERT W. HUMPHREYS

Branch Office - Merced, CA

OF COUNSEL
HUGH L. ISOLA
STEVEN L. HALLGRIMSON
ERIC WONG
PHILIP GOLDEN
NANCY L. BRANDT

April 10, 2009

Dan Leavitt, Deputy Director
California High Speed Rail Authority
Attn: San José to Merced HST
925 L Street, Suite 1425
Sacramento, CA 95814

VIA EMAIL & U.S. MAIL

Re: Scoping Meeting Comments – San José to Merced HST

Dear Mr. Leavitt:

The California High-Speed Rail Authority ("Authority") has contacted Madelyn Bourdet and indicated that the property owned by her and her family, dba Pacheco Pass Land and cattle, LLC, ("Bourdet property") has been identified as a potential site for the high-speed train line. This letter is submitted in response to the Notice of Preparation of the EIR on the High-Speed Train Project for the San Jose to Merced section covering her property in the Pacheco Pass area.

In a follow up to her initial contact from the Authority, Ms. Bourdet attended the Scoping Meeting held in Gilroy on March 26, 2009. At that meeting, she was encouraged to submit comments to the Authority related to the scope and focus as well as the alternatives for consideration in the environmental review. We are thus submitting the following comments on her behalf, and request that the EIR specifically include detailed analysis of these issues:

1. Significant Impacts. The Bourdet property is situated mostly on the north side of State Highway 152 and is a working cattle ranch that for decades has placed significant reliance on the cultivated land that lies in the flat area directly to the north of the highway. This relatively flat portion of undisturbed agricultural land constitutes some of the most important, and productive, grazing land on the Bourdet property. It is used to graze cattle during certain months of the year and also to grow hay for the cattle during other times of the year. This area is also used to hold cattle prior to shipping. Cattle must

Dan Leavitt
California High-Speed Rail Authority
April 10, 2009

be kept quiet and very near the point of shipment immediately prior thereto. Moving cattle results in significant weight loss. As a result, if this area of land was lost, any movement of cattle to the point of shipment would result in cattle losing weight. Such weight loss would, correspondingly, lead to significant monetary loss to the Bourdet ranch operations.

This area of land is the heart of the Bourdet cattle ranch. Any taking of this flat area would significantly damage their ability to maintain a working ranch both by removing a source of hay and shipping area and also by disrupting the cattle to such an extent that the general area would be rendered useless for grazing. Cattle tend to be extremely restive and are easily spooked by loud, sudden noises that would be created by the high-speed train. A train line cutting across this prime grazing land would serve to make any remainder property in the vicinity useless for cattle grazing. There will be potentially significant impacts, as well as cumulative impacts, on land use, agriculture, aesthetics, biology, cultural resources, noise and water.

2. Impact on Property. This flat area of the Bourdet property is irreplaceable and is also the portion of the property where the Bourdet family lives and runs their cattle ranching operations. There are no other areas on the property that are suitable for them to build and maintain homes, ranch buildings and headquarters. A high-speed train line in this area would significantly diminish their ability to live and operate their business peacefully and thus, significantly diminish the value of their property as well.
3. Alternative Location. We request that alternative locations in the Pacheco Pass area be specifically studied.
4. Mitigation or Avoidance of Impacts. A significant amount of legal and political effort is spent in defense of maintaining open space uses of property in this part of California. It seems absurd to render significant damage to one of the few remaining working cattle ranches in the area, when simple alignment of the tracks across Highway 152 could preserve the Bourdet family homes and ranch operations. Such an alignment of the tracks would clearly foster the greatest public good with the least private injury.

We appreciate this opportunity to make these brief comments on behalf of Ms. Bourdet. Please include Berliner Cohen on all mailings from the Authority to Ms. Bourdet in the future.

Sincerely,

BERLINER COHEN



JOLIE HOUSTON

E-Mail: jolie.houston@berliner.com

cc: Madelyn Bourdet

Comments directed to the High Speed Rail Authority
during the EIR meeting held in North Willow Glen Neighborhood
at The Word of Faith Church on March 24th, 2009.

Trying to combine this project with an existing set of train tracks makes infinitely less sense than using right-of-ways down the center of highways and freeways. Construction can be done at night during the slow-traffic times as opposed to constructing on the train tracks at night when most freight trains are not on the tracks and people are sleeping.

The increased level of security would have to extend to the freight trains and commuter trains as well if they share close proximity with the HSTs since they would become the "loophole" for disrupting the system. It could simple to impact the HSTs by doing something to the less-watched freights (blowing them up, derailling them, etc.) This would also endanger people living along the tracks.

A train running down the center of a roadway would be visible to the most people, emphasizing the option of people traveling by rail rather than by car. This is already being done with the San Jose Light Rail system.

The proposed use of the tracks through the North Willow Glen area of San Jose will negatively impact an area that has been the pilot for the Strong Neighborhood Initiative program; taking backwards in quality of life neighborhoods in which hundreds of thousands of dollars have been spent to make capitol improvements to increase overall property value. It will create the largest blight issue in neighborhoods that have been working extremely hard to eliminate their blight.

Having a goal of reducing airline use is in direct opposition to the goal of increased capacity at the San Jose airport. There are millions of dollars being invested in the airport facility ongoing. Any competing form of transportation that could do permanent damage to the local airline industry would not be in the interest of the City of San Jose or to the public who has a right to choose the type of transportation they wish to use. This problem is taking place in Taiwan where the HST system has drawn significant business away from the airlines but is not yet seeing enough ridership to support current train schedules.

If the HSTs must come through a residential area or established business district it should be undergrounded to mitigate the vast negative impacts on home and business owners and the environment.

The main building at Diridon Station is one of San Jose's most beautiful historic buildings. It's appearance should not be detracted from by introducing massive modern-looking structures.

HSTs are known for destroying many birds. The San Jose area through which you have proposed a corridor is well populated with many protected birds. It should be explored if technology can dispel these birds from the path of the trains. If not you should be prepared to pay big fines and battle lawsuits on a regular basis.

Some projections indicate the potential loss of many large trees, particularly trees that are part of Fuller Ave. park. These trees are large enough to require permits for trimming or

removal and San Jose has a program through which removed trees must be replaced by more trees in locations indicated by the Arborist's office. Those of us who helped create the park do not want these trees removed.

Being an electric system the HSTs will simply relocate the emissions from the vicinity of the trains (and airports supposedly) to the vicinity of the coal burning electrical plants. You're not thinking globally here.

We already have electrical shortages, especially during the summer months. If we can barely support our electrical needs now it doesn't make sense to keep adding to the problem. (This is an even bigger concern given the projected increases in the population of San Jose and the pressure on the automotive industry to supply electric cars.)

If properties along the project are negatively impacted there must be monetary compensation provided calculated on the disruption of lives during construction, negative effects on ability to sell homes or businesses during the project installation, long term negative impacts on business income in the long term, long term devaluation of home property values and long term detracting in quality of life issues. Lawsuits seem inevitable.

The downtown area of San Jose in the vicinity of Diridon Station has been targeted for large development including needs for a great deal of parking. People needing to park to use the HSTs will exacerbate the noise and congestion near the station. No one seems to be willing to give on this one.

Santa Clara University, situated to the North along The Alameda is planning to expand. There will be a major market built on The Alameda adjacent to Diridon Station. The Alameda feeds directly to the HP Pavilion which is San Jose's biggest venue. The Alameda also feeds directly into the core Downtown entertainment areas. This street is not adequate to support a great deal of additional traffic. It is subject to soil settling so it is perennially in poor condition and speed limits are kept low. Also the ramps at The Alameda on and off of Highway 880 are undersized and in very poor condition.

Obviously a project of this magnitude is going to be constructed in segments. Each segment will have a plan and a schedule. Those plans and schedules should be made available to the public affected by each segment. The plans should be presented for further public input and the schedule should be revealed and updated regularly so the public can monitor and respond to aspects of the project.

Traditionally large projects/developments that will put significant pressure on local services/utilities/features are required to make improvements that will help mitigate negative impact on the locale. The HST project should anticipate paying for improvements to local roads, upgrades to portions of the electric power grid, beautification projects at key sites (not just stations,) paying local taxes, mitigation materials for homes and business such as sound and vibration insulations, and improvements to help compensate for community impacts (such as adding soundwalls

along adjacent freeways to reduce overall noise levels.) In the San Jose area there are portions of 280 that have no soundwalls installed and that noise already negatively impacts neighborhoods that would be asked to endure additional noise from the HSTs.

Any schools, especially public schools affected by noise and/or vibration from the HSTs should receive a monetary stipend from the HSRA or whoever benefits monetarily as owner/operators of the HSTs as long as the trains are in existence. It is fact that learning is more difficult with higher sound levels and disruptive vibration. These schools will need adequate additional funding to both install physical mitigating features as well as provide a compensatory improvement in quality of teaching which typically involves additional staffing.

These issues are being submitted by
Stuart and Alison England
568 Fuller Ave
San Jose, CA 95125
alikat.2@juno.com
March 24, 2009

Authorized for submittal
KAG 3/18/2009

Ruth Sellers

From: "Trudy" <trudyw@sti.net>
To: "Ruth Sellers" <ruths@sti.net>
Sent: Monday, March 16, 2009 3:13 PM
Subject: TIE submissions for the March 18th scoping meeting

Kenneth A. Gartin
Executive Director,
Transportation Involves
Everyone (TIE)

Transportation Involves Everyone (TIE) submits the following excerpts from *The California High Speed Rail Proposal: A Due Diligence Report*, written by Wendell Cox and Joseph Vranich, which point out variances from known data regarding specific issues of the proposed California High Speed Rail project. Mr. Vranich is the past President/CEO of the High Speed Rail Association in the early 1990s.

P.O. Box 167
Milpines, CA
95345

Air Passenger Diversion

"CHSRA projections indicate that HSR would attract from approximately 60 percent to 95 percent

of the combined Los Angeles–San Francisco Bay area HSR-air market in 2030, which represented

nearly one-half of air travel within the HSR markets in 2005.406

"The air-diversion estimates are all exceedingly optimistic. No high-speed rail system achieves such

market dominance in any strong market of similar distance or travel time. Even in the Tokyo–

Osaka market served by the Bullet Trains, the HSR share of the air and HSR market is a

considerable 80 percent, but that is with far higher driving costs (including high tolls), higher air

fares and a pre-existing strong conventional rail market. It is also considerably higher than the

Paris–Marseille market (similar in distance to San Francisco–Los Angeles) at 65 percent."

CO2

"The impact of HSR on GHG reduction is both inconsequential and costly. The cost per ton of reducing CO2 by HSR is exorbitant—projected by this Due Diligence Report to be between 39 and

201 times the IPCC ceiling of \$50. Based upon CARB projections, HSR appears to be an inordinately costly CO2 emission reduction strategy and cannot be legitimately included as an element of a rational strategy for reducing GHG emissions.

"In view of the under-estimation of automobile fuel economy and the untenable traffic impact projections in the statewide traffic analysis, CHSRA's claims are considered specious. There is a need for an objective, independent assessment of HSR's CO2 impacts, including both operations and construction. Until such an analysis is completed, CHSRA should cease making any statements about CO2 or other air quality impacts."

Costs and Revenue

"To determine a more realistic construction cost estimate, it should first be noted that capital costs

have risen 50% to \$49.0 billion in 2008\$ (or \$45.4 billion in 2006\$) at the same time the Oakland–

East Bay–San Jose line (referred to as the “Missing Phase” in this report) has been dropped from

the plan. It is estimated that including the Missing Phase would raise the cost to \$54.3 billion (2008\$), based upon CHSRA projections. The system, including Phase I, Phase II and the Missing

Phase is likely to escalate in costs to between \$65.2 billion and \$81.4 billion (2008\$). Additional

segments, referred to as the “Implied Phase” (Altamont Pass, Anaheim–Irvine and the Dumbarton

Bridge over lower San Francisco Bay) would raise costs even further."

Ridership

"It appears that the CHSRA 2030 ridership projections are absurdly high—so much so that they

could well rank among the most unrealistic projections produced for a major transport project

anywhere in the world. Under a passenger-mile per route-mile standard, the CHSRA is projecting

higher passenger use of the California system than is found on the Japanese and French HSR

networks despite the fact that these countries have conditions that are far more favorable to the use

of HSR.

"The CHSRA's ridership projections reflect assumptions contrary to actual experience, forecasts

inconsistent with independent projections, load factors and other calculations that are highly questionable, and reliance on extraordinarily low fares that are not found on similar systems.

The CHSRA has been increasing forecasted ridership over time and has issued a Base Projection of

65.5 million intercity riders and a High Projection of 96.5 million intercity riders for 2030. The CHSRA ridership projections are considerably higher than independent figures developed for comparable California systems in Federal Railroad Administration and University of California Transportation Center at Berkeley studies.

"Using generous assumptions this Due Diligence Report projects a 2030 base of 23.4 million intercity riders, 64% below the CHSRA's base of 65.5 million intercity riders, and a 2030 high of

31.1 million intercity riders, nearly 60% below the CHSRA's high of 96.5 million. It is likely that the HSR will fall far short of its revenue projections, leading to a need for substantial additional infusions of taxpayer subsidies."

In addition, TIE also submits the following comments:

1. No mention of the questionable Merced spur is made in the EIR --why not? It makes little sense that the high speed train would have to double back after visiting Merced in order to continue south.
2. VMT comparisons between Pacheco Pass and Altamont Pass show that Pacheco Pass has 1/3 the traffic of Altamont Pass. Greater congestion and potential for ridership relief exist with an Altamont alignment. Why were VMT comparisons absent from HSRA studies?
3. Condors from the Pinnacles Condor Repropagation Project have been spotted in the area of Pacheco Pass. Why was this sensitive species not discussed in the EIR?
- 4 For safety reasons, there should at least 600' separation between freight ~~an~~ trains and HST train operations.

Comments for the Scoping phase of California High Speed Rail
submitted by: Debbie Palmer, 526 Fuller Ave., San Jose, CA 95125

HSR permeates the Greater Gardner neighborhood of North Willow Glen, which is currently operating under a "Strong Neighborhoods Initiative" (SNI) redevelopment plan in the City of San Jose. The HSR must not violate the neighborhood redevelopment "action plan".

Livability of the communities through which the HSR passes is paramount to the success of this project. The impacts people are most concerned about are sound/noise and visual/aesthetic.

With that in mind, here are my suggestions:

THE IDEAL, of course, is that wherever the HSR passes through urban space, it *should go underground*. This would eliminate both noise and visual impact, and has the added bonus that the corridor could be anywhere (and the route optimized – shorter distances, faster travel); it doesn't need to follow the existing rail corridor. Bart runs under San Francisco Bay, so we know it can be done. New York City has three levels of trains underground, including the station. We can do this too.

Putting the HSR underground also eliminates costly buyouts of the many, many property owners who must be compensated if they are ousted by eminent domain. The higher cost of undergrounding would be offset by the savings in not having to compensate property owners.

Putting the HSR underground also allows much higher speeds in urban areas and high speed is the whole point of HSR.

IF, however, it must be above ground:

1) Elevate it on some sort of structure which allows air and sunlight to reach the space below it, i.e. not on a solid wall (see below for more on this subject). Involve an architect as well as engineers, to develop an aesthetically pleasing design. Our newer elevated freeways are not a bad example, with their pleasing curves and open-air space underneath.

Comments for the Scoping phase of California High Speed Rail
submitted by: Debbie Palmer, 526 Fuller Ave., San Jose, CA 95125

1a) With the track elevated in such a manner, the land below the corridor could be put to good use, i.e. it could be designated as urban agricultural land. It could be used for farming; or for rotationally managed pasture – cattle, goats, sheep; or for community gardens; or for all of the above. For any information about rotationally managed pasture, contact Joe Morris of Morris Grassfed Beef joe@morrisgrassfed.com

2) Make the trains silent by enclosing the rail (through urban areas) in some sort of tube, with clerestory windows to allow natural light into the trains. Involve the engineers/architects in designing ease of maintenance (of windows – replaceable/cleanable, etc.) into the overall plan.

2a) Do NOT try to mitigate the noise of the train by super-insulating or sound-proofing nearby homes – no one wants to be a prisoner of their home; we want to be able to enjoy the outdoors as much as we are able to do now!

2b) Do NOT use the decibel level of existing trains as a guide for how much noise the HSR can generate. The HSR will be coming through the area much more often, so this is not a valid comparison.

2c) The full length of the 'roof' or top of this enclosed structure could be solar collectors. Work with local and regional energy agencies; perhaps a deal could be struck between the energy agencies and the HSR authority which would save money for both: the energy agencies would have a place to install solar (real-estate for this can be hard to come by in urban areas!), and the HSR authority could have some of the cost of building the rail offset by this. Alternatively, the HSR authority could use the energy generated to supplement the power needed to run the trains.

Compensate immediate neighbors of HSR corridor. Property values have completely plummeted for any residences immediately adjacent to the proposed HSR corridor. If you are going to run HSR through residential neighborhoods, you could 'buy' homeowners' acquiescence by offering them 1 ½ times the value* of their homes, giving them the choice to either stay or leave. *Value must be defined fairly: perhaps as the average value over the last 10 years -- but NOT including the value as a result of the presence of the HSR in that average -- so as to take into consideration the ups and downs of the market.

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:40 PM
To: Kris Livingston
Subject: FW: San Jose To Merced High Speed Train (HST) EIR/EIS Scoping Comments

From: Jodyldavidson@aol.com [mailto:Jodyldavidson@aol.com]
Sent: Friday, April 10, 2009 4:18 PM
To: HSR Comments
Subject: San Jose To Merced High Speed Train (HST) EIR/EIS Scoping Comments

April 10, 2009

Mr. Dan Leavitt, Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Scoping Comments for California High Speed Rail Authority's San Jose To Merced High Speed Train (HST) Environmental Impact Report / Environmental Impact Statement (EIR/EIS)

Dear Mr. Leavitt:

As you prepare the EIR/EIS for the San Jose to Merced (HST) project, please keep in mind that existing railroad lines have used many toxic substances over the years. The structural base likely contains arsenic, lead, and creosote in the ties. As such, the EIR/EIS must consider the following:

A complete soil analysis must be done for all toxic substances.

The disruption or movement of soil in the vicinity of the tracks may aerate these toxics, causing inhalation, or spread pollution to groundwater and watersheds.

There are many homes, schools, businesses, and agricultural operations in close proximity to this old railroad line.

Rail lines are often contaminated with arsenic and lead since slag was used as a structural base for tracks. Many tracks which are still in use today have this. Slag is waste created from metal extraction.

http://www.atsdr.cdc.gov/hac/PHA/unionpacific/uni_p1.html

Creosote - Since rail ties have traditionally been treated with creosote, coal tar creosote, coal tar, coal tar pitch, and coal tar pitch volatiles, measures must be taken to mitigate toxics from these substances.

Since many rail lines typically abutted old industrial and agricultural sites, a comprehensive analysis of all soil and shallow groundwater along the rail line must be conducted.

Desiccation of Vegetation from High Velocity Wind Speeds

Trains running at high velocity will create un-natural winds which are capable of damaging urban gardens and vegetation, natural grasslands, and farmlands. This could create extreme conditions for grass fires. This could cause farmers and residents to use more water at a time when our state is in drought.

Impact to State Water Resources

Building stations in otherwise rural/farm areas of the state would further burden our water resources, both to the delta and groundwater supplies, by creating sprawl.

If this project manages to go forward. All measures must be taken to protect all groundwater and watersheds from contamination. It is anticipated that **water will become the limiting factor to the sustainability of our state**, when we have all been told to cut back our water use – including groundwater pumping.

California's Clean Water Act – referred to as the Porter Cologne Water Quality Control Act – and is also in the Region's Basin Plan. Bottom line, all groundwater in California is a source of drinking water and must be protected UNLESS it is specifically exempted. I've included some links and some excerpts:

<http://ag.ca.gov/prop65/faq.php>

<http://www.oehha.org/Prop65/law/P65law72003.html>

http://www.waterboards.ca.gov/board_info/agendas/2006/december/1213_09.pdf

(d) "Source of drinking water" means either a present source of drinking water or water which is identified or designated in a water quality control plan adopted by a regional board as being suitable for domestic or municipal uses.

The Porter-Cologne Water Quality Control Act and the Basin Plan require protection of potential as well as actual beneficial uses. Resolution 88-63 provides that "all surface and ground waters of the State are considered to be suitable, or potentially suitable, for municipal or domestic water supply and should be so designated by the Regional Boards", with listed exceptions.

Resolution 88-63 is, by reference, a part of the Basin Plan. Resolution 88-63 contains an exception for "ground waters where . . . the total dissolved solids (TDS) exceed 3,000 mg/L (5,000 uS/cm electrical conductivity) and it is not reasonably expected by Regional Boards to supply a public water system . . ." The conjunctive "and" means that two requirements must be met to trigger the exception. First, total dissolved solids (i.e., salinity) must exceed 3,000 mg/L. Second, the regional water board must reasonably expect the water will not be used as a source of drinking water.

Board Resolution No. 89-39, "Sources of Drinking Water," defines potential sources of drinking water to include all groundwater in the region, with limited exceptions for areas of high TDS, low yield, or naturally-high contaminant levels. Groundwater underlying and adjacent to the site qualifies as a potential source of drinking water.

Due to the unpredictability of our climate, all sources of uncontaminated groundwater must be protected. If HSR contaminates a groundwater source, you have contaminated it not for many users, including farmers.

If any kind of tunneling or excavation is done which impacts groundwater, I insist that a certified hydrologist from USGS conduct a complete hydrological mapping of this region.

Investigate potential health impacts to citizens and wildlife from continuous exposure to strong electromagnetic field radiation (EMF), and RF. Additionally any high-voltage DC transmission (HVDC) that interconnect wind

farms, power generating plants, and transformers from power generation and energy storage cells must be thoroughly assessed and mitigated.

In areas where the tracks are elevated, please note that sound travels farther on elevated tracks. There is a distinct aerodynamic sound even at lower speeds with HSR. Existing acoustical studies from other countries may not be used for the following reasons:

- Differences in topography
- Variation in sensitivity of equipment used depending on the manufacturer
- Variation in methodology of measuring.
- Sound measurements should be taken when two or more high speed trains pass one another at the speed decided upon to run through both urban, natural, and farmland areas

We want HSR to do it right if it gets done. Please let's not pass a legacy onto our children that they will regret.

Thank you for addressing these concerns in the project EIR/EIS.

Sincerely,

Jody Davidson

Worried about job security? [Check out the 5 safest jobs in a recession.](#)

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:42 PM
To: Kris Livingston
Subject: FW: San Jose to Merced HST

From: Luther Perry [mailto:luther297@sbcglobal.net]
Sent: Friday, April 10, 2009 3:58 PM
To: HSR Comments
Subject: San Jose to Merced HST

- 1) I reside at 297 Shadow Dance Dr, San Jose, in the New Horizons Condominium development. New Horizons is situated beside the Caltrain tracks just south of Alma Av.
- 2) This comment email addresses two issues that are specific to New Horizons.
- 3) Separately I have urged a grade-level HSR south of Diridon Station, including the zone adjacent to New Horizons -- generally between Alma Av and the Almaden Expressway over crossing.

There is plenty of room between in the Caltrain corridor, between New Horizons and the California Hwy 87 right-of-way, for 4 trackways at grade level. If some additional width would be desirable, agreement could easily be reached with Caltrans to encroach on the freeway right-of way, provided proper attention is paid to drainage issues in this area.

There is a 10-foot (appx) sound wall between New Horizons and the Caltrain tracks, so it is unlikely that a grade-level HSR would increase noise levels at New Horizons.

Double-level elevated HSR would be vigorously opposed here at New Horizons, where there are 280 residences, half of them on the second story of each building. An elevated HSR would be above our sound wall; consequently there would be a major direct sound impact on the buildings facing the trackways, especially for the second-story units.

Perhaps worse, a double-level HSR would block the view to the West. This view is already partially blocked by Hwy 87, but the obscuration is reduced by the distance from our buildings -- perhaps 300 meters. An elevated HSR would be 10 meters or less from our boundary and would fully block the view. A decidedly negative impact on property values would be certain.

- 4) Many of our residents are concerned that HSR would require a significantly wider right-of-way that could only be met by taking a slice of New Horizons property. Such action is vigorously opposed. My own measurements suggest this is not at all necessary.

It would be helpful for our positive efforts in support of HSR in this area if this particular point could be put to rest, one way or the other. I strongly recommend the earliest possible assessment of the zone adjacent to New Horizons to determine if the existing right-of-way, perhaps expanded into the Caltrans-managed area, would be sufficient for 4-track grade level operations.

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:43 PM
To: Kris Livingston
Subject: FW: San Jose to Merced HST
Attachments: CH-SRA~2.DOC

From: Galaster@aol.com [mailto:Galaster@aol.com]
Sent: Friday, April 10, 2009 3:50 PM
To: HSR Comments
Subject: San Jose to Merced HST

Attached are my comments on the above project segment for the EIR-EIS preparation, the time for which is today.

Jerry Laster

Law Office - G. A. Laster
630 N. San Mateo Dr.
San Mateo, CA 94401
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Worried about job security? [Check out the 5 safest jobs in a recession.](#)

LAW OFFICE

G. A. LASTER

April 10, 2009

California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814
Attn: Mr. Dan Leavitt

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630 North San Mateo Drive
San Mateo, California 94401-2326

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**Comments in connection with San Jose to Merced
HST segment for project EIR/EIS preparation**

The following comments are submitted in connection with the comment period for the project environmental planning process for the San Jose to Merced high-speed train segment. The organization of the comments is based on the Final Bay Area to Central Valley High-Speed Train Program EIR/EIS of May, 2008.

Section 3.3 Air Quality and Global Climate Change

Comment 1: In the event that the U.S. Environmental Protection Agency determines to regulate greenhouse gases, as is currently proposed, the tables should be revised to reflect the changes, "hotspots" within the corridor should be identified, and detailed design practices and mitigation strategies should be developed.

Section 3.4 Noise and Vibration

Comment 2: Since, according to the discussion under "Conventional and High-Speed Train Noise and Vibration", conventional trains seldom exceed 79 mph, that would seem to be the maximum comparative speed as an indication of acceptable noise level. However, Figure 3.4-3 shows speeds up to 125 mph for this segment. There should be an indication of the increased noise level of such higher speed operations.

Comment 3: Figure 3.4-3 shows a potential increase in average operating speeds at some point south of San Jose, but neither Figures 3.4-6 nor 3.4-7 shows any difference in noise or vibration.

Comment 4: The project EIR/EIS should clarify the design, including reduced noise levels, particularly for the residential parts of this segment.

Section 3.5 Energy

Comment 5: While the program EIR/EIS does not identify the method of distribution of the electric energy in the Energy Section, the overhead catenary system appears to have long been contemplated, ever since the maglev system was rejected. That may leave open the question of distribution by a third rail system. There may be

efficiency (i.e. electrical loss) differences, public safety differences, electromagnetic interference differences, aesthetic differences, operational differences and possibly other differences between the two distribution methods that may not be effectively evaluated by the present focus on energy availability from the state-wide transmission system.

Section 3.6 Electromagnetic Fields and Electromagnetic Interference

Comment 6: As regards personal health, if anything, science is coming to recognize individual differences, and in particular cases so may courts. It would be a good idea to check the cases for the possibility that litigation may be effectively setting lower standards.

Comment 7: As regards interference, since a portion of this segment traverses residential, commercial and industrial uses that may make extensive use of the latest communication, security, and who-knows-what future electronic or photonic uses, the possibility of interference may be of some concern. More details of the Amtrak study in areas similar to the residential, commercial and industrial areas similar to those traversed by such portion of this segment, and possibly similar foreign studies, could be useful. Would shielding a third rail be a better solution?

Section 3.7 Land Use and Planning, Communities and Neighborhoods, Property, and Environmental Justice

Comment 8: This Section is confusing, possibly because there may not be coincidence between the meaning of a term in different contexts. For example, single family residential has low compatibility with high-speed rail, according to Table 3.7-1, but high compatibility, according to Table 3.7-3. Or, it may be that generalizing the uses for different purposes results in apparently inconsistent conclusions. The use of similar terms in evaluating both land use and property also is confusing. The project EIR/EIS provides an opportunity to avoid such confusion by focusing on the specific portions of the segment where uses are similar, and evaluating them uniformly. The evaluation may not readily be presentable in tables, but may be better handled by discussion. Further, the project EIR/EIS provides an opportunity to make such evaluations consistent with the design of the high-speed system. An evaluation may be quite different depending on whether the tracks are at grade or in a trench or elevated structure, or wider than the existing right-of-way, or eliminate street crossings in a neighborhood or community.

Section 3.9 Aesthetics and Visual Resources

Comment 9: The catenary system was mentioned in Section 3.5 and, impliedly, also in Section 3.6. Both it and high fencing and sound barriers could also be considered in Section 3.7.

General Comment

In general, most of the Sections end with provisions on design practices, mitigation strategies, and subsequent analysis. The loose ends are planned to be tied up at the project level. Comment 1, above, suggests that a review of previous federal

standards for changes by the new administration should also be included. Section 3.17, Cumulative Analysis, provides direction for the project level EIR/EIS. Thus the project EIR/EIS will be critical; it is the place where contrary indications should be worked out and brought up to date. Given the very high quality of the work so far, there is no doubt that will be accomplished.

Very truly yours,

Jerry Laster
G. A. Laster

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:43 PM
To: Kris Livingston
Subject: FW: San Jose to Merced HST

From: Luther Perry [mailto:luther297@sbcglobal.net]
Sent: Friday, April 10, 2009 3:13 PM
To: HSR Comments
Subject: San Jose to Merced HST

1) I reside at 297 Shadow Dance Dr, San Jose, in the New Horizons Condominium development. New Horizons is situated beside the Caltrain tracks just south of Alma Av.

2) I very much favor a grade-level placement of the HSR tracks south of Diridon Station. There are a number of special challenges but there are reasonable, practical solutions for each -- and the total costs are likely to be significantly lower.

The route south of Diridon can come down to Caltrain grade level before (north of) the street crossing at Virginia. There is space and flexibility for this purpose.

South of Virginia to Tamien Station there is plenty of space to expand the Caltrain infrastructure from 2-track to 4-track, using fill (as for Caltrain), or a combination of fill and "outboard piers".

I propose a creative but practical method of keeping the grade at Caltrain level at Tamien Station (see separate item below).

South of Tamien Station there is plenty of width to the Caltrain right-of-way to expand from 2-track to 4-track.

3) South of Alma there is an overpass for Almaden Expressway. This is a critical very-high-volume commuting route.

Breaking this Expressway to provide for an upper-level HSR would be a terrible blow to hundreds of commuters, and opposition to HSR will explode if such action is proposed.

Consequently grade-level HSR in this area is of paramount importance to maintaining support for HSR.

4) Tamien Station

HSR can be kept at grade level at Tamien Station by placing HSR on piers along the east side of the station.

This new structure could be appended to the east side of the Caltrain infrastructure or could be separately routed out over the Caltrain parking lot area. The Caltrain grade is more than 15 feet above the parking lot level, so a structure on piers would not impair any current use.

The cost for such a structure would surely be less than that of a much higher double-level structure.

The primary reason for this recommendation is to keep HSR at grade level throughout the residential area from the multi-level Diridon Station south to Monterey Hwy. Such an approach is likely to be better supported and less opposed in this area.

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:43 PM
To: Kris Livingston
Subject: FW: San Jose to Merced HST

From: Luther Perry [mailto:luther297@sbcglobal.net]
Sent: Friday, April 10, 2009 2:35 PM
To: HSR Comments
Subject: San Jose to Merced HST

1) I reside at 297 Shadow Dance Dr, San Jose, in the New Horizons Condominium development.
New Horizons is situated beside the Caltrain tracks just south of Alma Av.

2) I and most of my neighbors here at New Horizons are very strong supporters of the HST plan and we very much look forward to using the service when it becomes available.

Many of us are train commuters -- Caltrain, VTA Light Rail, or both -- and we live at New Horizons in part for ready accessibility to the trains. Catching the Caltrain or Light Rail to Diridon Station will be quick and simple for us, much easier and faster than getting to (and through!) the airport.

We oppose those who want to stop HSR, and we believe HSR can have a positive effect on our property values, not damage them.

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:45 PM
To: Kris Livingston
Subject: FW: San Jose to Merced HST

From: Ken Eklund [mailto:writerguy.games@gmail.com] **On Behalf Of** Ken Eklund
Sent: Friday, April 10, 2009 12:45 PM
To: HSR Comments
Subject: San Jose to Merced HST

Tunnel and new alignment options at Diridon/Tamien

I'm sure I'm not the only one who has looked at an aerial view of the existing train alignment and noted how problematic it gets from Tamien station on north to San Jose and beyond. It's impossible for me to imagine a successful track configuration in which high-speed trains, Caltrains, and freight trains negotiate this stretch of terrain safely and efficiently. It's a poor legacy situation and HSR should lead the study of ways to straighten it out, quite literally.

Some questions:

Why do freight trains and their attendant noise pollution and diesel smoke go through Diridon station? And Tamien station? Both of these are important transit hubs and the presence of freights lowers their appeal as transit options significantly.

Why do freight trains and their attendant noise pollution and diesel smoke go through the Gardner/North Willow Glen neighborhood?

Why does Tamien Station, which on paper is an important hub with light rail, have people wait for trains alongside a busy freeway, unprotected from its noise and pollution?

If an elevated embankment is used on the portion of the right-of-way from Diridon to Tamien, won't the impact of noise from freight trains be increased along that alignment? (If you wanted to make the freight trains become more visible and audible, you would elevate their track.) What will HSR have to do to compensate for the increased noise and visual pollution it will cause that originates from trains other than its own (and not under its control for mitigation)?

If HSR only elevates its inner track or tracks, won't the resulting wall or embankment reflect freight noise out into neighborhoods, again increasing the noise pollution of trains not its own?

Why does the freight, HSR and Caltrain alignment essentially overlook (and broadcast noise and diesel pollution) upon an area reserved to be a neighborhood park?

Isn't the aboveground right-of-way constrained at Tamien due to the freeway, the Native American burial grounds, lands in reserve for neighborhood parks and so on?

One option that should be studied is to reroute the freight trains into a tunnel that goes underground south of Tamien and continues underground until past the Caltrain depot north of Diridon. Removing the freight trains

from the alignment makes it possible for Caltrain and HSR to work the aboveground alignment to achieve their smoothness and efficiency goals. This tunnel may only need to be one track wide.

Another option is to establish a tunnel connection and underground station for HSR and Caltrain (and BART, should it come to pass) at Diridon, and to have the tunnel continue to Tamien, which would also have an underground station for HSR, Caltrain and light rail. The trains may be able to emerge and fly through the 280/87 depression aerially or go under or around it. The current station configuration at Tamien, which essentially has people wait for trains alongside a busy freeway, is of such poor quality of livability as to be unusable (and unused) by most people.

Ken Eklund
San Jose

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:47 PM
To: Kris Livingston
Subject: FW: San Jose to Merced HST

From: Ken Eklund [mailto:writerguy.games@gmail.com] **On Behalf Of** Ken Eklund
Sent: Friday, April 10, 2009 10:57 AM
To: HSR Comments
Subject: San Jose to Merced HST

Minimizing train noise

A train emits noise constantly, and depends on the environment it is traveling through to dissipate or absorb that noise. Trains on elevated tracks broadcast their noise (especially wheel noise) across a wide area, and especially if the track is on an aerial platform, very little of the train noise is reflected back to be absorbed into the train itself. To call such a train a “quiet train” is a misnomer, unless that train is actually quieter than others when experienced both inside and out. Steel-wheel-on-steel-track trains are not “quiet trains.”

The HSR is proposed to be a steel-wheeled train on a steel track, and this interface is problematic in noise generation: steel on steel is inherently noisy. The problem reaches its apex whenever such trains follow a curved track; the screeching that results from the asymmetrical contact is familiar to anyone who has ridden trains.

To minimize noise, the HSR must do a study that both catalogues the noise production of the train based upon the train parameters (speed of the train, whether the train is accelerating or decelerating, whether the train is traveling straight or is in a curve, and so on) and catalogues exactly what will be absorbing the noise generated (noise-absorbing embankments or tunnel walls, surrounding homes, and so on). Notice that many surfaces do not absorb noise, but rather reflect most or all of it.

The HSR’s study should be expressly designed to avoid the situation where HSR generates a noise impact to be absorbed by others. A situation such as a tunnel is self-regulating to a large degree, because in a tunnel the HSR absorbs its own noise and therefore the train authority will seek to minimize operating noise for the comfort of its passengers and the viability of its service. Tunnels are therefore preferable to open-air tracks in which the noise cost of operation is passed on for others to pay; such situations invite transgressions in both design and especially the train operation as it plays out over time. San Jose residents, for example, are familiar with how a similar situation has played out with the airport: when there were no automatic feedback loops penalizing pilots that short-cut over neighborhoods or violated curfews, such transgressions were common.

The HSR noise study needs to address the noise situation over time, not just in its first run or first operating year. How will the HSR trains age? I’m sure the BART trains were much quieter when they first began operation, for example, but now they are quite noisy both inside and out.

The HSR noise study also needs to address noise pollution from collateral activities inherent to the train operation. These include but are not limited to the construction and the maintenance of the tracks. The maintenance factor is of particular concern, as it would seem to include (a) very noisy activities such as regrounding steel rail (b) in the dead of night, when the fewest trains are running. If a precision operation such as high speed rail demands frequent maintenance, which seems likely, then a tunnel will help pay for itself by

giving the train operator flexibility in scheduling maintenance, as work in a tunnel could happen at night whereas maintenance at night on an elevated track in an urban area would be untenable.

The HSR authority has indicated that it will follow guidelines that essentially allow it to strip-mine the available quiet in the urban areas it crosses, and that its sole concern is that the strip-mining of quiet that has preceded it has left very little quiet for it to despoil. This is not an acceptable position. The goal of civilization is to increase the quality of life for all its members, and not to figure out legal stratagems by which the quality of life for some members can be increased and the cost paid by certain others. The HSR can take the position that it will increase quality of life for everyone, and because the current rail system is so dystopian, it can deliver on that promise. Failure to make this pledge threatens the viability of the HSR concept and the ultimate success of the project.

Ken Eklund
San Jose

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:47 PM
To: Kris Livingston
Subject: FW: San Jose to Merced HST

From: Ken Eklund [mailto:writerguy.games@gmail.com] **On Behalf Of** Ken Eklund
Sent: Friday, April 10, 2009 10:49 AM
To: HSR Comments
Subject: San Jose to Merced HST

Optimal efficiency

Let's compare two scenarios.

In the first, let's imagine that the HSR gets built all the way to San Francisco. Imagine that I get on board a southbound HSR train in San Francisco. I travel to San Jose in about 30 minutes (average speed about 100 mph). After the stop in SJ, I travel to Gilroy in about 15 minutes (average speed about 120 mph). The train stops there also, and since I've been on the train for about 45 minutes, I take the opportunity to get out and stretch my legs.

Notice that although I have been on a high speed train for almost an hour, and my trip is about a third over, I have yet to travel at truly high speed. Only when I leave the Gilroy station does the HSR train begin to achieve the speeds for which it is designed.

Now let's imagine the second scenario. In it, let's imagine that I get onboard a Caltrain express in San Francisco – one that can go 100 mph or so. It expresses to San Jose in about 30 minutes. After its stop there, it expresses to Gilroy. As in the first scenario, I get out of the train at Gilroy and stretch my legs on the platform. But in this second scenario I cross the platform and get into the HSR train waiting there (Gilroy is its terminus). In this second scenario, the HSR train always operates at the speeds it was designed for (as does the Caltrain).

In the first scenario, the citizens of California have paid for a HSR track that runs from Gilroy to San Francisco. In the second scenario, the citizens of California have paid for an upgrade of Caltrain as an essential regional feeder service to the HSR, that includes some moderate-speed express runs to the HSR terminus in Gilroy.

If HSR is to run all the way to San Francisco, it must do a study that includes a cost-benefit analysis comparing these two options.

There's a strong possibility that the second scenario will be the best performing for the greatest number of citizens. That's because each of the train systems will be designed to do the job it's doing: the upgraded Caltrain is designed to shuttle people efficiently in its corridor and the HSR is designed to go at high speeds (200+ mph) in open country. There's a strong possibility that the first scenario will invite extra cost and difficulty of implementation, because it is attempting to lay the design parameters of a high-speed train upon urban terrain. In fact, even at this very early stage of the scoping process, we have already seen these arguments come forward very strongly.

It may be argued that the first scenario is better performing, because in that scenario a passenger does not have to leave a train and switch to another one. This argument has two weaknesses:

- 1) It does not follow that in order to prevent a passenger from crossing a platform, we must lay 90 miles of high-speed train track through difficult urban terrain. For us to accept that conclusion, we would first need to see the results of a thorough study of passenger preferences and behavior.
- 2) Most HSR passengers are crossing a platform to change trains in any event. In the year 2020, most passengers will feed into the HSR system from the Caltrain system (and from the BART system, if a link between Caltrain/HSR and BART can be built by then). A passenger living in Mountain View, for example, will catch a Caltrain to San Jose and cross the platform to board a HSR; there is very little difference to this passenger if, instead of crossing the platform in San Jose, he or she does so in Gilroy.

A study of these scenarios should find other advantages to the second scenario as well. By keeping HSR out of the Caltrain right-of-way (with an upgraded Caltrain service operating as a feeder to HSR in Gilroy) the second scenario prevents the dangerous situations in which HSR trains run alongside freight trains or local Caltrains, for example. It also simplifies operations as HSR and Caltrains do not operate on the same tracks. And, again, it probably saves a lot of money because instead of the train corridor having to accommodate completely different types of trains, each can be specialized and optimized for a particular type of train and service.

Ken Eklund
San Jose

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:48 PM
To: Kris Livingston
Subject: FW: San Jose to Merced HST

From: Ken Eklund [mailto:writerguy.games@gmail.com] **On Behalf Of** Ken Eklund
Sent: Friday, April 10, 2009 10:31 AM
To: HSR Comments
Subject: San Jose to Merced HST

Studies about the future

It's essential that we add an in-depth futures study to the HSR scoping process. The HSR will operate in the reality of our world ten years or more hence, and because it predicates its configuration upon certain forecasts, predictions and assumptions about the future, it's essential that we make transparent the process by which these are examined and verified. My experience has been that the HSR materials cherry-pick the future, assuming change when it benefits the project yet assuming stasis when it, too, benefits the project to do so.

It's important therefore that this futures study include analysis by neutral parties, and include a full range of alternative futures. It will be just as unfortunate for the HSR to embrace a too-conservative view of the future as a too-liberal one, especially given that many signs point to significant and sweeping changes in this period.

Among the HSR assumptions about the future that need to be examined and verified:

2 HOURS AND 40 MINUTES. The HSR states that this is "the time to beat" if the HSR is to be competitive with air travel, and presumably will predicate many of its design decisions upon this target. While some of these design decisions may be alterable (stations may be added, for example, or skipped) others such as track alignments and configurations will not. The futures study must therefore examine the many assumptions that underlie the 2h 40min target, including but not exclusive to:

AIRPORT SECURITY. How likely is it that airport security will be radically different than it is now – made trivially easy by a universal ID system, for example?

TRAIN SECURITY. How likely is it that homeland security will identify trains as a likely terrorist target and mandate a security system for trains similar to that for airports?

TERRORISM. How likely is it that organized terrorism as we know it today will not survive and will fail to be a significant factor in the future?

AIR TRAVEL VIABILITY. How likely is it that air travel ten years hence will be significantly, perhaps even radically, different than we know it today? If oil prices return to the price pattern they set before the global recession, for example, what effect will that have on the ability of airlines to compete with the HSR? If airlines become subject to a carbon tax or other environmental measure, how will that influence their ability to compete with the HSR?

AUTO TRAVEL VIABILITY. How likely is it that auto travel ten years hence will be significantly, even radically, different than it is today? If oil prices return to the price pattern they set before the global recession,

for example, what effect will that have on the ability of automobiles to compete with the HSR? If automobiles become subject to a carbon tax or other environmental measure, how will that influence their ability to compete with the HSR?

CHANGES IN TRAVEL DEMAND. How likely is it that advances in communication technology will significantly or radically reduce the demand for travel? If videoconferencing and/or cellphone capability continues to progress at the rate it has in the last ten years, will it significantly or radically supplant the need for face-to-face visits, especially in business?

CHANGES IN CONSUMER PREFERENCE. How likely is it that consumers will continue to become more “green” in their purchasing habits and will significantly, perhaps even radically, prefer greener options such as HSR? How likely is it that consumers, especially aging boomers, will seek comfort more than speed and will significantly, perhaps even radically, prefer more comfortable and user-friendly options such as HSR?

AVAILABILITY OF ELECTRICAL POWER. How likely is it that, ten years from now, electric energy will be significantly, even radically, superior to petroleum-based energy in cost, availability, environmental cost and national security?

POINT TO POINT vs NETWORK TO NETWORK. How likely is it that, ten years from now, travel will be shifting or have shifted from an auto- and jet-centric model to a rail-centric model? How likely is it that, ten years from now, the best use of high-speed rail will be to connect two regional mass transit networks rather than two urban centers?

PROJECT LIFETIME. Once built, the HSR will exist for decades, and its true cost and benefit need to reflect that lifetime view. How likely is it that even if not initially competitive with alternatives, trends such as oil depletion will make the project ultimately superior to other travel modes?

The HSR needs to incorporate a proper range of studies that address relevant questions such as the above, and incorporate their matrices of possibility and likelihood into the HSR scope and plan.

One analysis of future trends concludes that in ten years the HSR will be well positioned to deliver **far** superior service than air or auto travel. If so, it’s unwise for the HSR project to compromise in such areas as aesthetics and environmental impact under the mistaken premise that it must be competitive in speed, or to emulate the point-to-point model of airline travel when urban design trends are clearly moving toward better regional mass transit networks. I expect that a more careful and comprehensive futures study will indicate that, to have the best benefit ratio across the spectrum of likely futures, the HSR should seek an approach that balances its advantages across the spectrum of competitive areas – timeliness, environmental impact, energy efficiency, flexibility of energy source, quality of experience inside the train, quality of experience outside the train, connection to viable feeder transit systems and so on, rather than its current bloody-minded focus on “2h 40m.”

Ken Eklund
San Jose

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:48 PM
To: Kris Livingston
Subject: FW: Comments on the San Jose to Merced HST

-----Original Message-----

From: John Cherniavsky [mailto:jchernia1@yahoo.com]
Sent: Friday, April 10, 2009 10:05 AM
To: HSR Comments
Subject: Comments on the San Jose to Merced HST

I am writing to express my support for High Speed Rail through San Jose to San Francisco.

I think this is an excellent time to reconsider the current Caltrain alignment between Tamien Caltrain station and San Jose Diridon Caltrain station. The current track is very curvy and goes through a neighborhood. Continuing along the 87 freeway and then going elevated over 280 and into San Jose station seems like a much better alignment as it is straight, more direct, and will impact the neighborhoods less. The part between 280 and Diridon is commercial land, and would not be nearly as impacted.

This would also be an excellent chance to move all of the existing train tracks (freight and caltrain) to the new alignment.

Thank you,
-John Cherniavsky
San Jose, CA
408-885-1728

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:48 PM
To: Kris Livingston
Subject: FW: Questions - San Jose to Merced

-----Original Message-----

From: Derek Young [mailto:youngd2@yahoo.com]
Sent: Friday, April 10, 2009 9:43 AM
To: HSR Comments
Subject: Questions - San Jose to Merced

Hi,

I have a few questions about the high speed rail line that is being built. I am one of those people who lives within 1000 feet of the track, so this does have an impact on me. However, I also understand that this project is vital for the future of California and that connecting the 3 of the 4 largest cities on the mainline of track makes sense.

- 1) How much quieter is this train compared to the Acela express trains that run the Boston - Washington corridor?
- 2) What will happen to the Virginia Ave crossing in San Jose?
- 3) Will the original Diridon Station in San Jose be modified or replaced?
- 4) Will the at-grade crossings on the Caltrain tracks be removed as a part of this project?
- 5) What are the price differences per mile of elevated track, trench, and tunnel compared to building the tracks at grade?
- 6) Are there going to be road closures when the overpasses are re-built to accommodate the extra tracks?
- 7) Does the high speed train cause more vibration than a standard freight train at 60 miles/hr?
- 8) What are the planned hours of construction in a residential area where there are already tracks that receive heavy use?

Sincerely,

Derek Young
San Jose

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:49 PM
To: Kris Livingston
Subject: FW: Scoping Input Letter
Attachments: HSR_Solar_Canopy letter.pdf

From: David D. [mailto:ddaytond@att.net]
Sent: Friday, April 10, 2009 6:33 AM
To: HSR Comments
Subject: Scoping Input Letter

April 10, 2009

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
Attn: San Jose to Merced HST
925 L Street, Suite 1425
Sacramento, CA 95814

Attached: Courtesy electronic copy
Scoping input document in PDF format

Dear Mr. Leavitt,

Thank you for the opportunity to present the attached suggestions and questions.

A paper document will follow and should arrive by close of business April 10, 2009.

I look forward to following this exciting project and wish the HSRA all the best and a successful and timely delivery. If there is anything I can do to assist in this effort, please do not hesitate to ask.

Sincerely,

David Dearborn
1408 Hotspur Ct.
San Jose, CA 95125
cell (408) 981-6599

April 8, 2009

Mr. Dan Leavitt
Deputy Director
ATTN: San Jose to Merced
ATTN: System Level HSR Design and Development
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Subject: California High Speed Rail Program / Project
Any or all segments
Carbon Free Traction Power for HST

Included: Solar PV Canopy over Paired Parallel Tracks
Concept overview and questions included herein

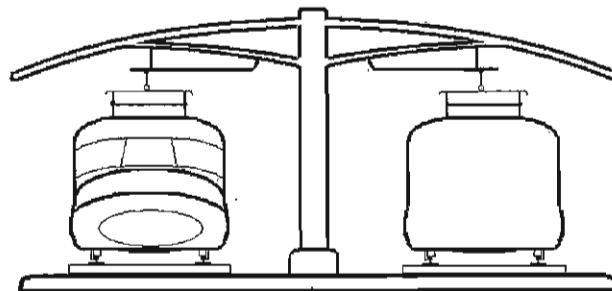
Dear Mr. Leavitt:

Thank you for the opportunity to express concerns, ask questions and make suggestions.

This letter addresses the subject of carbon-free traction power for the HST system and is intended to apply to any number of unspecified lengths throughout the system.

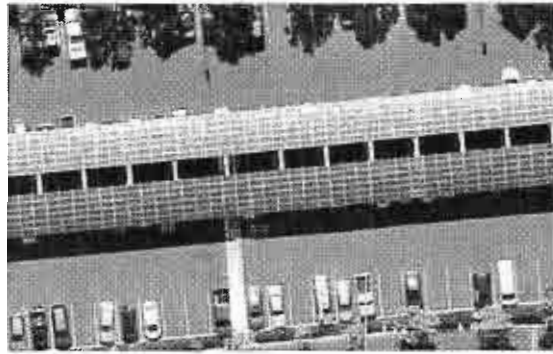
This letter requests that Solar PV canopy over paired parallel tracks and Catenary be evaluated and considered by the CA High Speed Rail Authority as a viable source of non-carbon based traction power for CA HST train sets.

Simply put, a 35 to 40 foot wide solar PV canopy like the one illustrated here can produce 3,000,000 kWh per year per installed mile; enough power to power roughly 200 800-mile train trips.



The annual electrical power generation from this solar canopy currently in service at the Santa Clara Valley Water District (SCVWD) site in south San Jose, California, (see below) was used to develop a baseline and model for this rail application. Below is a satellite view of a portion of that canopy.

Open space between parallel panel sets allows displaced air from passing train sets to escape reducing stresses and wind forces on the canopy and structure. This also reduces lateral wind induced forces on installed panels and supporting structures. In the photo below is shown the underside supporting structure and panel surfaces. (Example intended for illustration purposes only)



Solar PV energy and Grid Power... how it works:

- When the sun is out, excess power goes into the Grid building credits.
- When the sun goes down or on cloudy days, the grid supplies traction power drawing down credits.
- No power is stored; only banked and drawn...
- Reducing need for peak demand generation plants,
- Levelizing the cost of clean power for 20-30 years,
- And protecting land by increasing it's use per square foot and preserving open space
- protection hillsides, ridgelines and open-space scenic views
- It is unobtrusive, clean, wildlife friendly, and
- Provides jobs.

A HST system scale look:

- 1 canopy mile can produce 3.0 million kWh /yr.
- 1 six car train requires 18.6 kWh per average mile of service
- 1 six car train requires 14,880 kWh per 800 mile trip
- 1 mile of PV canopy can power 200 train trips
- At 100,000 train trips / year...
- 500 miles of canopy (63% of 800 miles of paired parallel track) would make HSR Carbon Neutral at 100,000 train trips /year.
- Note: Improved PV efficiency and location in the central valley and south of San Jose could improve this model.



Why consider silicon solar PV and thin film power generation for rail traction power in this Project Level EIR /EIS CEQA scoping and review process?

What are the benefits over wind and nuclear power generation for this project?

- Better Land Use -- Power is generated over HST right of way
 - No land acquisition or leasing of land for wind or nuclear generation

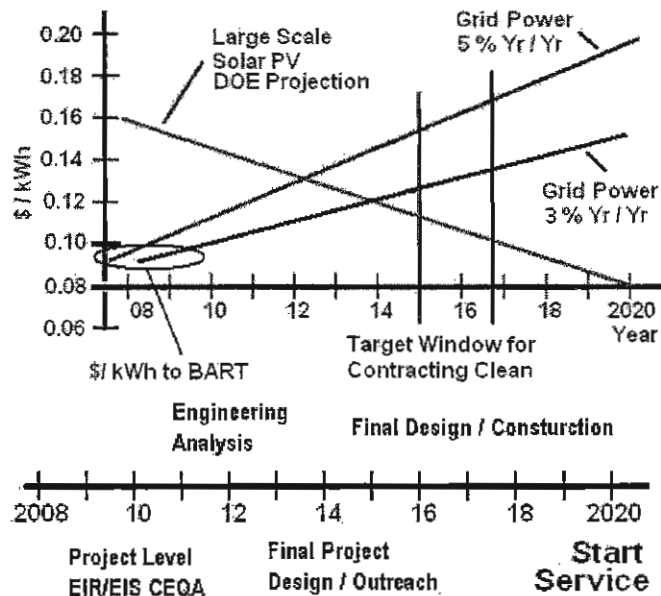
- No land acquisition or leasing for power collection or transmission
- Low Impact -- No threat to birds or wildlife
 - No significant visually impact on natural setting; preserves ridgelines
- Simple module design – highly replicated – easily maintained
- California Jobs -- design, build, install, maintain and upgrade
- Shades Tracks, train sets & traction power delivery line
- Setting the Standard for Green high speed rail transportation
- Energizing a California based clean energy industry

Why Start Now?

Time is short. Technology is Moving Fast and costs are coming down. By the time this concept is fully understood, vetted and funded; installed Solar PV systems at this level will be at or below natural gas grid power rates without subsidy or tax incentives.

Around the Corner

- Greater Efficiency
- Lower Costs
- Increasing Supply



Clean Energy Over Rail . . . For Rail

In your evaluation of various sources of carbon-free energy for traction power, how will this concept of silicon modules and/or thin-film technology solar energy generating canopy(s), over paired parallel tracts. . .

1. Align with the President's stated objective for developing clean energy in the United States?
2. Align with the Governor's stated objective for developing clean energy in California?
3. Align with the President's stated objective to generate clean energy related jobs?
4. Align with the President's stated objective to grow low-carbon transportation and infrastructure related jobs?
5. Align with the Governor's stated objective to invest in and grow clean energy related jobs here in California?
6. Align with the President's stated objective for this nation to become...
 - a. more energy independent?

- b. less affected by impacts and influences of economic and geopolitical pressures on the price we pay for energy?
- 7. A solar electric generating system of this magnitude advance and fund the commoditization of clean passive power generation in California and the country?
- 8. Advance the vision and visibility of clean, carbon-free ground based public transportation?
- 9. Compare in cost with the levelized cost of energy from wind generated power net after cost of land acquisition, site studies and engineering, power conduction right of way acquisition, maintenance and environmental mitigations over 20, 25 and 30 years from start of...
 - a. HSR service?
 - b. Full HSR service from the Bay Area to southern California?
- 10. Compare with data from the U.S. Department of Energy's Solar Energy Technologies Program, *Multi-Year Program Plan 2007-2011* (or later version if available) (ref: solar PV applications 10MW systems or larger) apply to and compare with all other sources of carbon free or carbon neutral traction power under consideration by the CA HSR Authority?
- 11. Compare with wind farm generated power in terms of predictable and demand-serving power generation over a typical...
 - a. 24 hour periods?
 - b. 30 days?
 - c. 12 month periods or seasonal cycles?
 - d. During hot peak demand periods?
- 12. Aid in reducing the demand for peak power generation when said canopy system is tied into the California power grid? ... as compared to wind generated power?
- 13. Affect or mitigate the long term impact of rails and rail anchor mechanisms expansion and contraction from repeated exposure to intense sun exposure? And what metric or analysis will be used to quantify this at the system wide level over 10, 20 and 30 years?
- 14. Affect or impact the energy required to cool or condition the air in HSR EMU vehicles as compared to those fully exposed to the sun over the life of train sets? And what metric or analysis will be used to quantify this at the system wide level over 10, 20 and 30 years?
- 15. Affect or impact the conduction of traction power during periods of full sun exposure on hot to very hot days? And what metric or analysis will be used to quantify this at the system wide level over 10, 20 and 30 years?
- 16. Advance the demand for Solar PV generated power, (in square meters of PV surface or MWs) as related to current 2009 estimated California demand? And current (2009) estimated U.S. demand assuming each of the following levels of use...

- a. 250,000,000 kWh /year Solar PV canopy generation?
- b. 500,000,000 kWh /year Solar PV canopy generation?
- c. 1,000,000,000 kWh /year Solar PV canopy generation?
- d. 1,500,000,000 kWh /year Solar PV canopy generation?

When you evaluate the costs and benefits of various sources of carbon-free traction power for the HSR system, please clarify the hierarchy of options under consideration and the factors that determine such as related to:

1. Capital costs per year amortized over 20 and 30 years
2. Levelized cost of estimated traction power demand over 20 and 30 years?
3. Operating and Maintenance Cost over 20 years and 30 years.

When you evaluate the costs and benefits of various sources of carbon-free traction power for the HSR system, please identify for each the relative levelized cost of energy over 30 years based on the full fair-market value in current dollars...

1. **removing all** tax incentives, subsidies, rebates or reductions for suppliers of land, transmission right of way, mitigation, equipment, supplies, labor or profit.
2. **including all** tax incentives, subsidies, rebates or reductions for suppliers of land, transmission right of way, mitigation, equipment, supplies, labor or profit.

When you evaluate the costs and benefits of various sources of carbon-free traction power for the HSR system, please identify:

1. The criteria the HSR Authority being used for evaluation.
2. The sources employed or contracted for such research, analysis and response(s).
3. The bibliography supporting such information, data and conclusions produced to include public, private and/or university based.
4. And other factors or issues bearing on the above such as EIR / EIS / CEQA and other.

Again, I appreciate the opportunity to participate in the scoping process and hopefully the development of this High Speed Train project and fully support the HSR concept in California.

Sincerely,

David Dearborn
1408 Hotspur Ct.
San Jose, CA 95125

Phn (408) 295-1516
Cell (408) 981-6599
email ddaytond@att.net

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:49 PM
To: Kris Livingston
Subject: FW: San Jose to Merced, California High Speed Rail

-----Original Message-----

From: Joe Wagster [mailto:boywags@pacbell.net]
Sent: Friday, April 10, 2009 3:12 AM
To: Dan Collier; Earle Rother; HSR Comments; Mike Marchisio; Brett Testaguzza; Jim Goodman; Jeff Vanderzweep
Subject: San Jose to Merced, California High Speed Rail

Dear Sir:

I have been a member of Frazier Lake Airpark since 1989, I supervised in building ten 2100 square foot hangars, row #4, in 1990 for ten pilots. I purchased one to keep my beautiful Antique 1956 Cessna 180 preserved and out of the weather, I among 99 other pilots and hangar owner, with their Antique aircrafts of which date back to the 1930's, some are WWII Warbirds like PT-22 trainers - P-40's - old mail delivery plane, Travel airs, which delivered mail in the 30's. These planes have lots of history and many stories behind them and are enjoyed by the public the first Saturday of each month all year long.

Please consider avoiding this property when planning for the High Speed Rail system so the public, pilots and mechanics can continue to enjoy these historic Antique aircrafts. This airport, built in 1982 and has been a San Benito County designated Antique Aircraft Display airport, approved by the Faa, for fifteen years now and managed by Lou Testaguzza 408-623-6366 and his assistant Joe Wagster 408-482-8026. If you have any questions feel free to call Lou or Joe anytime.

Thank you, Joe Wagster

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:50 PM
To: Kris Livingston
Subject: FW: San Jose to Merced HST -- Fuller Avenue

From: CINDY ERCEG [mailto:vonerceg@sbcglobal.net]
Sent: Thursday, April 09, 2009 11:59 PM
To: HSR Comments
Subject: San Jose to Merced HST -- Fuller Avenue

Mr. Dan Leavitt, Deputy Director
ATTN: San Jose to Merced HST Project EIR/EIS
California High-speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Deputy Director Leavitt:

My wife and I have lived on Fuller Avenue directly across from the rail corridor for 24 years. I have devoted much of my time and energy to the restoration of this neighborhood and our 100 year-old home at 562 Fuller Avenue. I am a founding member of the North Willow Glen Neighborhood Association, serving as vice-president, neighborhood improvement chairman, and project manager for the past nine years. In addition, I have been on the board of directors of the Strong Neighborhoods Initiative (SNI) a redevelopment program, since its inception. As historic architectural adviser, I co-authored a book on historic Willow Glen and was the community liaison for the building of the Fuller Avenue Park.

The decline of this area started not long after the Southern Pacific carved its rail corridor down Fuller Avenue in 1936. Blight, crime, and apathy crept through the neighborhood starting at the tracks. My neighbors and I worked very hard devising ways to undo the damage caused by this inappropriate rail corridor. It took 18 years and almost one million dollars to turn the blighted strips of land created by the rail corridor into today's beautiful Fuller Avenue Park. Expanding this antiquated right-of-way would reverse 20 years of hard and successful work. The SNI program has spent an additional nine million dollars in the last nine years on various projects throughout the area to restore our quality of life in this struggling historic neighborhood.

My specific concerns are:

--After all this effort and expense we cannot stand by and watch yet another insensitive transportation project squееееееzed through and further degrading the livability of our neighborhood.

--Expanding the rail corridor along Fuller Avenue will cause not only the loss of some back yards, but also some homes. We will lose the Word of Faith Church (a very positive element in this neighborhood), much of Fuller Park, and two of our historic bridges.

--The construction process will surely damage our 100-year old foundations and lath and plaster walls. Our soil is loose fill, not stable ground, and damage mitigation will be necessary.

--Property values are already affected just with the threat of this project.

--Due to the high speeds and frequency of the new trains, noise impact will be unbearable.

In summary, expanding this out-dated right-of-way will devastate this neighborhood, not to mention the fact that this tight-squeezed corridor leaves no room for expansion or higher speeds for the future. I can't help it, but so far this whole thing reeks of Robert Moses. And if you think that's OK, then heaven help us. The world looks to California for innovation. At this point, there is nothing innovative about this project. This will be one of the world's most expensive projects. We need to create something that will enhance communities, not devastate them. That is why we would like you to explore more appropriate alternative routes, such as sharing highway rights-of way, for example, Hwys 85 and 87 and the 280 and 680 corridors. They are already isolated, more direct, and will allow higher speeds, while creating a less-negative impact.

Sincerely yours,

Daniel M. Erceg
562 Fuller Avenue
San Jose, CA 95125
(408) 287-3181
vonerceg@sbcglobal.net

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:50 PM
To: Kris Livingston
Subject: FW: San Jose to Merced High-Speed Rail Scoping Comments
Attachments: SCOPING COMMENTS SJ TO MERCED HSR 4-09.doc

From: JoAnne Clarke [mailto:jo_clarke@att.net]
Sent: Thursday, April 09, 2009 8:37 PM
To: HSR Comments
Cc: joanne@bergerco.com
Subject: San Jose to Merced High-Speed Rail Scoping Comments

Dear Mr. Leavitt; attached please find my scoping comments for the San Jose to Merced High-Speed Rail EIR/EIS. Thank you for giving me the opportunity to participate in this important process. Please add me to your mailing list to receive newsletters, information mailings, and meeting notices.

Thanks,

JoAnne Clarke

JoAnne Clarke
2823 N. Oleander
Merced, CA 95340
209-726-0636
jo_clarke@att.net

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
Attn: San Jose to Merced HST
925 L Street, Suite 1425
Sacramento, CA 95814
comments@hsr.ca.gov

Dear Mr. Leavitt;

Re: Scoping Comments, San Jose to Merced High-Speed Rail

I am an avid supporter of high speed rail. I believe it represents the future of domestic travel. I want to see that the California High Speed Rail transportation system is the best that it can be with the most efficient use of funds. The unfortunate turn in our economy may have a silver lining with the help of President Obama's stimulus plan and his support and enthusiasm for the concept of high speed rail transportation.

The planning and implementation of the high speed rail system will have many hurdles to overcome. Acquiring rights of way, complying with environmental protection laws and endangered species protection can be very costly in dollars and in time. Careful thought must be used when considering the potential routes the system will use to accomplish a link between Los Angeles, San Francisco and Sacramento.

Utilizing existing transportation corridors, avoiding rural undeveloped areas, farmland, and environmentally sensitive lands while taking advantage of existing transportation systems like BART and CalTrain when making the final route selections will insure a cost effective system completed in a timely manner.

Constructing a system in functional phases and using existing transportation systems to fill in the gaps will provide us with mass transportation and revenue during completion of the subsequent phases.

When I reviewed the Bay Area to Central Valley EIR/EIS last summer I noted that the greatest environmental impacts were in the Bay Crossing and the Pacheco Pass routes, both of which impact sensitive wetlands and wildlife habitats. If the Highway 99 corridor and the Altamont Pass to Livermore alignment were used instead of the Bakersfield to Los Banos and Pacheco Pass alignment to San Jose, BART could be used for the Bay Crossing and you would avoid the wetlands habitat around the Bay as well as the sensitive grasslands area between Merced and Los Banos.

The Altamont Pass transportation corridor is already developed and its use maximized on a daily basis by those commuting between Valley towns and Bay Area jobs. This is the route that most needs relief from traffic congestion and would benefit most by transportation alternatives.

I would like to see a transportation system that could address our immediate needs in alleviating traffic congestion while providing transportation options for the many of us who commute to jobs. This system could provide the infrastructure and support for the high-speed rail system to follow. The CalTrain system accomplishes this between Gilroy and the Bay Area. It is a low cost and efficient system for commuters. For San Joaquin Valley commuters there is no comparable alternative.

We need to look at the big picture and visualize a “complete” system that not only benefits those making the long commute from Los Angeles to San Francisco on an interim basis but one that will also provide low cost transportation alternatives for those of us who must commute daily between cities along Highway 99 and over the Altamont Pass to jobs in the Bay Area.

The high-speed rail system should be one aspect of a transportation network that has links between urban and rural areas through a variety of transportation alternatives such as commuter rail and light rail.

The opportunities are great right now to develop the best high-speed rail transportation system ever. Please use fiscal prudence when considering your alignment options and keep a broad focus on what can be achieved. It doesn't have to be just a high-speed train between LA and SF. In fact, it doesn't even have to go all the way to San Francisco; it just needs to get to the first BART station.

Please keep me informed as this wonderful project progresses.

Sincerely,

JoAnne Clarke,
Conservation Chair, Merced Group-Sierra Club

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:50 PM
To: Kris Livingston
Subject: FW: San Jose to Merced HST

From: Eric Anderson [mailto:ericbanders1@gmail.com]
Sent: Thursday, April 09, 2009 8:28 PM
To: HSR Comments
Subject: San Jose to Merced HST

Hello, and thank you for offering the opportunity for the public to comment on possible issues regarding the construction and operation of the proposed high speed train through our neighborhoods.

I live in a small section of the Gardner/North Willow Glen area about 1 block from the proposed alignment and about 1 mile south of Diridon Station. My neighborhood is awkwardly bounded on all sides by the Los Gatos Creek, Hwy 280, the existing tracks, Bird Avenue and a long and unobstructed block between our side and the more affluent Palm Haven.

I have one uncompromising request and several concerns. The request is that the Drake/Virginia Streets crossing not be obstructed by the planned train. I recognize that crossings with arms are not viable with the high speed rail, but I urge that you not cut off the only "human-scale" access to our neighborhood, by instead elevating it above this road. This is not only an aesthetic issue, however. Traffic on Fuller Ave would be tragically impacted (Fuller is a very narrow street as is). Emergency services would have greater difficulty navigating the area, and if Fuller were somehow cut off, it would be impossible. More than anything, though, I fear that cutting off this street would breed isolation and despair in our small, troubled corner of San Jose.

I also advise you to use the funds and activity to integrate other connectivity opportunities in our neighborhood (once cohesive, now fractured by 6-lane roads, rail and freeways). The Los Gatos Creek trail is planned to get all the way to Diridon, but property acquisition and other infrastructure issues have gotten in the way. If it is not completed by the time you start construction, please ensure that it is done by the time you stop.

Bird Ave is an eyesore and senseless scar through our community. Please try to integrate adequate pedestrian and bike access across (and onto) this road.

If the rail is planned to be elevated, it may be an opportunity to add more pedestrian and bike connections across the tracks where there were none before; for example, between Drake and Bird, or between Bird and Delmas (providing better access to the school and community center north of the tracks).

I am concerned that 4 tracks abreast, elevated over well-thought-out pedestrian routes, will create dark and uncomfortable places where pedestrians will fear to go. The Bird Ave undercrossing is one such place, even though there are only 2 tracks there. I wonder if there is a way to design them safely with natural light, or narrow enough that they don't feel like a descent into Hades.

Lastly, I am just hoping that in your economic analysis of the viability of the system, you did not overlook the complementary industries of airplanes as possible reasons why people might not take your train. Three complementary industries stand out: hotel rooms, conventions and rental cars. Many who are in town for business will not be seeking fine accommodations downtown, and choosing between \$50 for a train and \$400 for a hotel room does not compete with \$100 for a flight and \$150 for a hotel room. Additionally, convention planners may be more likely to put their events in places accessible to the whole world (ie, in hotels near airports), rather than 10-15 cities in California (ie, convention centers and hotels near downtown train stations). Finally, anyone arriving in an area wishing for full regional accessibility would want to rent a car, a completely impossible prospect in most downtown locations, given the cost of land and the number of cars that would have to be held in stock. I hope you are considering these factors.

Despite all this, I support the idea, and wish you the best of luck in the work you have in front of you.

Thanks again.

-Eric Anderson

Graduate Student of Urban and Regional Planning, San Jose State University

688 Fuller Avenue

San Jose

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:51 PM
To: Kris Livingston
Subject: FW: San Jose to Merced HST

From: Angelo Lombardo [mailto:angelo.lombardo@comcast.net]
Sent: Thursday, April 09, 2009 5:19 PM
To: HSR Comments
Subject: San Jose to Merced HST

Gentlemen:

Please be advised that the proposed route for the High Speed Rail from Gilroy to Merced goes thru Frazier Lake Airpark at 7901 Frazier Lake Road. This is going to make a lot of people very disappointed since not only the residents such as myself will not be able to fly our airplanes, but we will have to be relocated somewhere else since the rail would go right down the runway and thru the hangers. Local people will also be disappointed since there would be no more open house show days the first Saturday of each month. If the rail can be located slightly north, the airpark would be unaffected. Attached is a Google map showing the problem. I Believe the field to the North is also for sale.



I hope you will give this your careful consideration.

Thanks,

Angelo Lombardo

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:52 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST
Attachments: SLNA High Speed Rail.pdf

From: Randall Froh [mailto:randall.froh@sbcglobal.net]
Sent: Thursday, April 09, 2009 3:53 PM
To: HSR Comments
Subject: San Francisco to San Jose HST

We would like our attached letter of our concerns for the High Speed Rail Project in South San Jose to be placed on record.

Thank You,

Randy Froh

President

SilverLeaf Neighborhood Association

South San Jose, CA 95138

rfroh@slna.org



To: High Speed Rail Authority

re; San Francisco to Los Angeles HST Project EIR/EIS

specifically the geographical area from Blossom Hill Road to Bernal Road in South San Jose

We are the Neighborhood Association that represents the 920+ homes that lie to the east of Monterey Road and the West of Hwy 101 from Ford Road in the north to Bernal Road in the South. We have serious objections to the High Speed Rail going through our Neighborhood. Due to the fact that the High Speed Rail Authority could not reach an agreement with the Union Pacific Railroad to use the current rail tracks, the new High Speed Rail Project will need to construct a new rail system to the east of the current tracks. This projection will put trains traveling at a minimum speed of 125 miles per hour at 100 feet from the backyards of our current residents. This raises serious concerns with the neighbors. A list of their concerns is below:

Noise increases - 6 to 8 trains per direction per hour.

Vibration - constant increase of vibration due to additional train usage.

Electrical Hazard from living close to new High Voltage Towers.

Property Value Decrease (extreme concern).

Quality of life concerns due to continuous flow of trains. (extreme concern)

Traffic congestion and noise level increase due to lane mitigation.

Visual Obstructions (18 ft. high sound walls and constant flow of trains).

Construction Impact to neighborhood - (serious concern) how many years?

What types of hazardous wastes do High Speed electrical trains give off?

Air Quality issues with constant dust and dirt being driven into the air by the continuous flow of trains (minimum 6 trains per hour per direction).

We would like to go on record as opposing the projected new construction location of the High Speed Rail Project in South San Jose, primarily the stretch of proposed track from Capitol Expressway in the north to Bailey Road in the south. Our homes are particularly affected on the stretch of proposed track from Blossom Hill Road in the north to Bernal Road in the south. We feel some of the issues and concerns could be calmed or eliminated by finding an alternative route or by using the existing tracks.

Regards, Randy Froh

President

SilverLeaf Neighborhood Association

South San Jose, California 95138

rfroh@slna.org

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:52 PM
To: Kris Livingston
Subject: FW: Comments for the PROJECT LEVEL EIR/EIS, "San Jose to Merced HST"

From: Ames, Lawrence [mailto:lawrence.ames@lmco.com]
Sent: Thursday, April 09, 2009 2:55 PM
To: HSR Comments
Cc: LAmes@aol.com; 4chapmanfam@sbcglobal.net; harveydarnell@earthlink.net
Subject: Comments for the PROJECT LEVEL EIR/EIS, "San Jose to Merced HST"

Hi,

A week ago, I sent in a number of comments and questions for the scoping of the High Speed Rail (HSR) in the San Jose - Merced section.

I've thought of a couple more I'd like to add to the list:

Diridon Station:

- * The Diridon Station in San Jose is a nice, old building, probably built in the 1930's, and is of architectural and historic interest. Will the Station be preserved and enhanced by the new HSR station, or will it be demolished to make way for the new station?
- * Will the design of the HSR station be coordinated so as to enhance the appearance of the Diridon station, or will Diridon be hidden behind HSR station structures?

Baseball Stadium:

The City of San Jose has just voted to resume planning for a baseball stadium to be built adjacent to the Diridon Station, at the corner of Park Ave. and Autumn St.

- * Will the HSR plans be coordinated with the Stadium plans?
- * Will the Stadium plans impact the HSR design? For example, in my previous letter, I suggested a possible HSR alignment utilizing the freeway rights-of-way (87 and I-280), but that alignment might not be feasible if the Stadium Plans call for a high-rise parking structure across Park Ave. on the south side.
- * Will the HSR operations be coordinated with the Stadium operations? Specifically, will there be extra trains on the evenings of Stadium events, timed for optimal usefulness? For example, CalTrain and BART, I believe, have special trains to SJ's Arena and the Oakland Stadium, respectively, that leave a half-hour after the event ends.

Electrical:

- * Will the trains use regenerative braking? Like the hybrid cars, they could put power back into the system when breaking (e.g., as when approaching a station).

Thank you,

~Larry Ames
1218 Willow St., San Jose, CA 95125
Email: LAmes@aol.com

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:55 PM
To: Kris Livingston
Subject: FW: CA HSR Scoping Input
Attachments: HSR_TTN_SJ_South.pdf; HSR_5100m_SJ_South.pdf

-----Original Message-----

From: David D. [mailto:ddaytond@att.net]
Sent: Wednesday, April 08, 2009 12:24 PM
To: HSR Comments
Cc: ben.tripousis@sanjoseca.gov; henry.servin@sanjoseca.gov; 'Jean Dresden'
Subject: CA HSR Scoping Input

April 8, 2009

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
Attn: San Jose to Merced HST
925 L Street, Suite 1425
Sacramento, CA 95814

Attached find electronic Scoping input documents in PDF format:

- HSR_TTN_SJ_South.pdf
- HSR_5100m_SJ_South.pdf

Dear Mr. Leavitt,

Voices of San Jose (VOSJ) appreciates the opportunity to present these two alternative alignment proposals for your consideration. VOSJ thanks the HSRA staff and consultants, City of San Jose -DOT staff and Caltrans for their help in preparing these proposals.

The attached files are electronic copies for your convenience. Paper documents will follow and should arrive by close of business April 10, 2009.

We look forward to California and the CA HSRA taking the lead in setting the standard for environmentally compatible High Speed Rail in the U.S.

Sincerely,

David Dearborn, Project Manager
HSR Scoping Alternatives
San Jose to Merced, San Jose alignment(s)

cc: Jean Dresden, Director, Voices of San Jose
Ben Tripousis, Sr. Transportation Specialist, San Jose -DOT
Henry Servin P.E., Bart Project Liaison Manager, San Jose -DOT

April 8, 2009

Mr. Dan Leavitt
Deputy Director
ATTN: San Jose to Merced
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt:

Subject: High Speed Rail Scoping input
San Jose to Gilroy segment

Regarding: Attached Thread the Needle (TTN) Tunnel Alignment Option

Voices of San Jose (VOSJ) appreciates the opportunity to present this TTN alternative alignment during the scoping phase of the project EIR San Jose to Merced. VOSJ thanks HSRA staff and consultants, City of San Jose-DOT staff, and Caltrans for their help in preparing this proposal.

Voices of San Jose is a not-for-profit public policy group with the mission to provide thoughtful and constructive solutions to community challenges. VOSJ provides research and analytic support to individuals or organizations desiring significant input to public policy. Volunteer professionals work with community members to help give voice to their ideas.

For your consideration, Voices of San Jose submit this TTN alternative to the double-S curve on the Caltrain alignment between Tamien and Diridon.

Thread the Needle (TTN) alignment follows Highway 87 from Tamien Station to the I-280 and Hwy 87 interchange where it would thread the "eye" of the needle and descend underground among the flyovers of the interchange. The proposal includes the option to move UPRR and other heavy rail.

In the evaluation of this option vs. the Caltrain route, how will you:

1. Note the minimal CEQA impacts.
2. Measure the decreased risk of significant legal and political delays resulting from property acquisition problems through historic Greater Gardner and North Willow Glen neighborhoods south of Diridon.

3. Consider the faster travel times possible on this alignment.
4. Observe the greater flexibility for a separate bypass track for trains not stopping at Diridon.
5. Take measure of the increased options for implementation of advanced technology over the next 10, 50, and 100 years.
6. Acknowledge the reduced construction mitigations required.
7. Consider the reduced on-going mitigation costs in nearby historic neighborhoods and claims associated with changes in service levels and equipment.
8. Note the greater degrees of freedom in design of an efficient, cost-effective Diridon Multi-modal Station.
9. Acknowledge the greater compatibility with high density, high quality TOD and better use of Redevelopment Agency (RDA) land in the Diridon Station area.

The TTN alignment offer solutions to the challenges of the Double-S curve south of Diridon station. Minimal CEQA implication and property acquisition would allow for rapid construction of the San Jose to Merced HSR segment. Straighter alignments provide for increased speeds and future technology improvements.

Voices of San Jose is committed to finding solutions that work best for San Jose and all citizens of California, for now and for the next 100 years. VOSJ looks forward to working with HSRA, its consultants, and CSJ-DOT to find the right solution.

Please contact VOSJ if you have questions, require clarifications, or to brainstorm other solutions. VOSJ Project Manager David Dearborn will serve as primary contact; he may be reached at (408) 981-6599 or ddaytond@att.net. VOSJ Director Jean Dresden may be contacted at (408) 298-0275 or jeanann2@aol.com.

Sincerely yours,

Jean Dresden
Director, Voices of San Jose

cc: Ben Tripousis, SJ-DOT
Henry Servin Jr., P.E. SJ-DOT



Thread the Needle (TTN)

CA High Speed Rail, San Jose to Merced

Willow St. (north of Tamien) to Diridon

Scoping Input TTN, An Alternative Alignment

Voices of San Jose

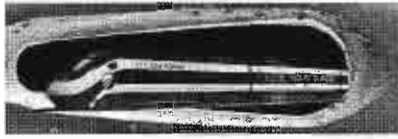
David Dearborn, Project Manager

Jean Dresden, Director

April 8th, 2009

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Overview

This Thread the Needle (TTN) alternative alignment offers a faster, more secure path through San Jose.

TTN proposes crossing 87 near West Virginia Street north of Tamien Station and going through the 87-280 interchange and on to Diridon underground. It incorporates a 4,300 foot unobtrusive tunnel under highly valued TOD and RDA land.

This alignment and design through San Jose would:

- **Facilitate faster, lighter weight and more energy efficient train sets of the future.**
- **Reflect respect for San Jose's history, livability and sense of community for 1.5 to 2.0 million people.**
- **Facilitate wider degrees of freedom in land use planning and design as San Jose continues to grow.**
- **Include the option of including UPRR and other heavy rail.**

There is only one chance to get this right.

There will be no going back.

San Jose is the 10th largest city planning for a world-class multi-modal transit hub, mall and urban center.

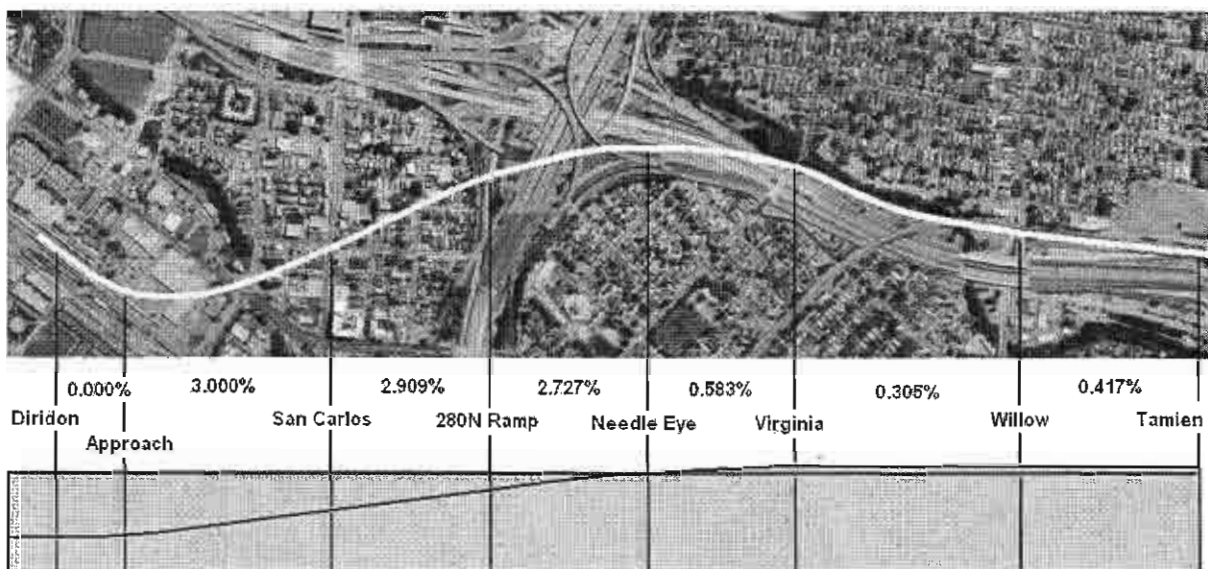
The TTN proposal presents an underground 2.5 to 3.0% grade into and out of Diridon starting at the 87-280 interchange (Threading the Needle).

Configuration:

Various tunnel configurations are possible: one large bore with 4 tracks, two parallel bores, 2 tracks each, or three parallel bores,

Figure 1 below illustrates the proposed alignment (marked in white) from south of West Virginia St. and east of 87 - - crossing north and west over 87 - - entering the open space between 87 and south bound flyover ramp - - and proceeding northwest under 280 into the tunnel under Auzerais Avenue and on to the Diridon Station.

Figure 1. Illustration (not to scale) showing grade profile.



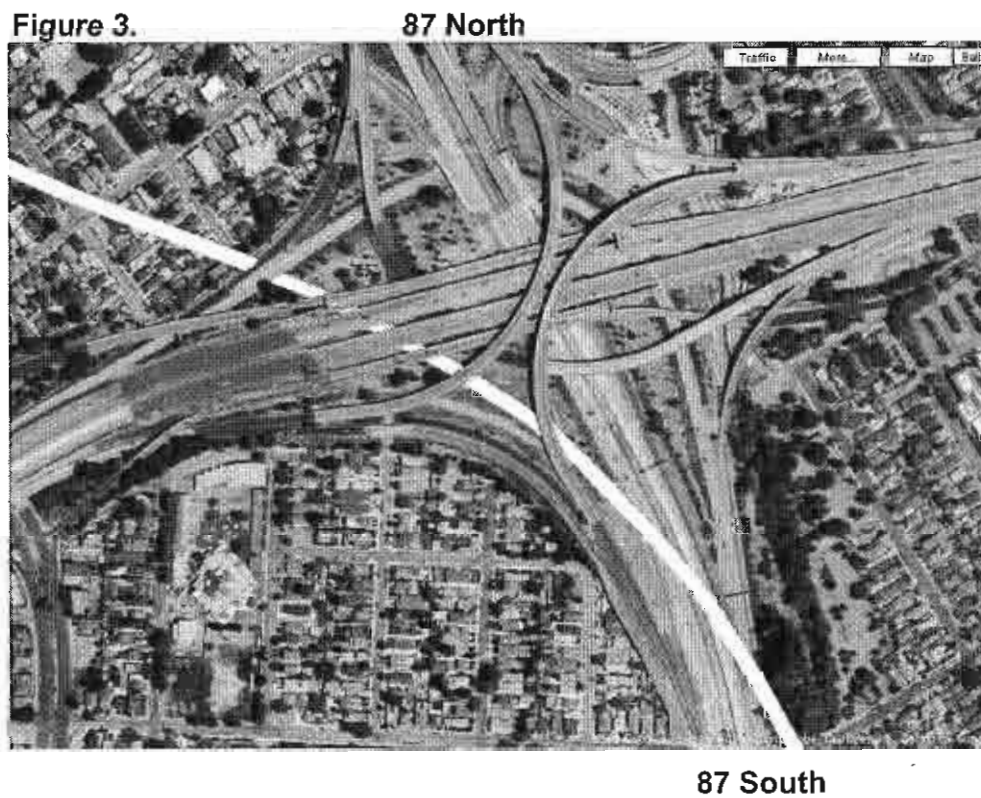
Once the right of way enters the 87-280 interchange as illustrated in Figure 2, the descent begins to a level designed to cross under BART at the Diridon Station.

This option would use a 2.5 to 3.0 percent grade to reach Diridon at the desired level under the proposed BART tunnel depth.

Figure 2. TTN bore in 87-280 interchange. View from W. Virginia overpass



Illustrated in Figure 3 below is the large radius curve over 87 and entering the interchange under the 280N flyover to 87S and starting its descent under 280 and the neighborhoods beyond.



Environmental Issues

Socio Economics, Neighborhoods & Environmental Justice:

None -- buried underground

Eminent Domain:

None/ very small -- mostly public land and underground

Land Taking:

None/ very small -- mostly public land and underground

Traffic & Mobility:

None north of 280 -- only at and around station; no road/street closures required -- possibly at W. Virginia east of 87 (TBD)

Biological Resources & Riparian Corridors:

None -- No rail bed, structures, construction, vibration, displacement, mitigation or modifications required. ROW buried well below the Guadalupe River and Los Gatos water ways and riparian corridors. No impact on migratory fish, reptiles, birds, mammals, insects, grasses, plants, habitat, and other

Noise & Vibration:

None -- no surface structures or at grade rail beds in or through historic neighborhoods or densely populated core city areas as ROW is well underground in areas of greatest concern

Construction Impacts:

Significantly fewer -- once over 87 and through the 280-87 interchange and underground, construction related issues and mitigation is reduced.

Sound Mitigation:

None-to-nil -- buried underground; no sound walls required

Cumulative & Secondary Impacts:

None to nonexistent -- Combined HSR, Caltrain & other heavy rail are buried and underground; simultaneous or cumulative noise and vibration is underground and fully mitigated

Parks Recreation & Open Space:

None taken -- Preserves, protects and enhances opportunities for parks, trails and open space -- Preserves, protects and enhances visual, aesthetic value and eliminates sound pollution for same -- Reference Scoping input letter from Dr. Lawrence Lowell Ames

Transportation & Circulation:

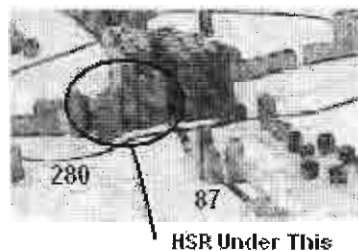
Walking and Bike Trails -- No mitigation require -- HSR, Caltrain & other passenger and freight heavy rail is underground providing increased opportunity for greater carbon free mobility within and about the city... for work related commuting, general mobility and recreation and health maintenance. Reference Scoping letter from Dr. Lawrence Lowell Ames

Auto & Public transportation -- No mitigation required -- HSR, Caltrain & other passenger and freight heavy rail is underground

Local Growth:

No Impact -- Track ROW and associated space and imposition considerations are non-existent -- buried underground

Fig. 4



San Jose DOT planning vision as proposed in conjunction with the Santa Clara County Valley Transit Authority (Q-1 2009)

Station Planning:

No to little impact -- Greater architectural degrees of freedom
-- HSR is buried under ground -- Options for Caltrain are open
-- Option for a separate bore for through freight or HSR is possible.

Land Use & Property:

Little-to-No Impact -- HSR, Caltrain and other heavy rail is buried under ground -- Greater degrees of freedom for Land Use planning -- Little to No Impact on Property values due to above ground alignment options

EMI / EMF:

None -- Buried and under ground

Security & Public Safety:

None -- Buried and under ground; limited or no access;

Blight, Land Remnants & Misuse:

None -- Buried and under ground; No land remnants to provide shelter or opportunity for misuse, unauthorized use or undesired or illegal behavior

Aesthetics & Visual Quality:

Little Impact -- Buried underground except for W. rail fly over 87 -- otherwise no supporting structures, sound or security barriers walls, visible overhead wires or suspension structures -- No cleaning or aesthetics mitigation or maintenance concerns -- No impact of such on perceived or real property values

Hydrology & Water Resources:

None to Little -- See Appendix

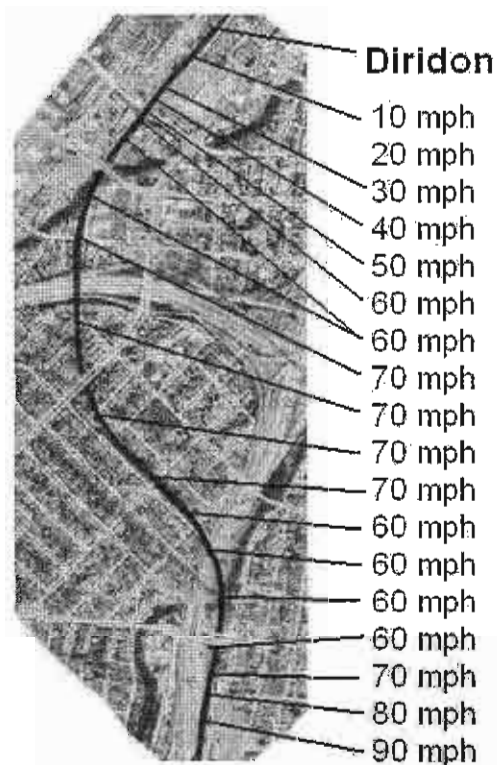
Geology & Seismicity:

None to Little -- Current bore designs and construction technology mitigate this issue. See Appendix

Speed Considerations:

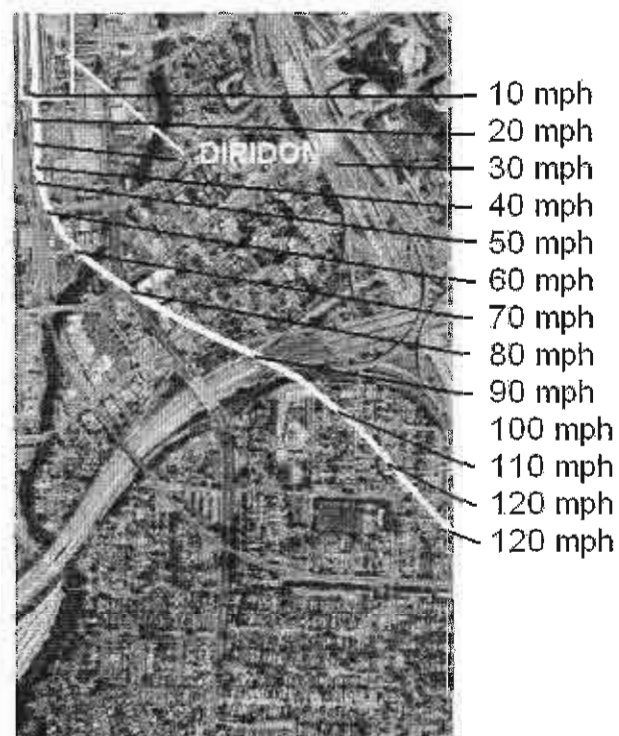
- This alignment offers higher speed rail and reduced travel time through San Jose saving 12 to 16 seconds per train.
- Larger radii and more direct route allow faster speeds entering the urban area and Diridon Station.
- This proposal reserves the smaller turn radius for the ROW closest to the station where slower speed is needed for station arrival.
- Speed models shown in Figures 6 and 7

Fig. 6



Current Caltrain ROW

Fig. 7



Tunnel Alignment

Venting:

A number of areas for venting and emergency access or exit are possible between the 87-280 bore entrance and the Diridon Station. Exact locations will depend on engineering details and design codes or standards.

Estimated Cost Differences

This 0.813 mile alternative would cost an estimated \$175,000,000 more than the currently proposed above-ground Caltrain right-of-way design; 0.5% of the 800 mile California High Speed Rail estimated project costs. (See table 3.)

To arrive at this \$175M figure, subtract the current estimated significant costs from the estimated TTN alignment significant costs. (Reference Definition of Cost Elements in the Appendix)

This 0.813 mile tunnel concept would eliminate a number of designs, construction and environmental issues inherent in the current above ground Caltrain urban alignment plan.

This tunnel plan would allow the construction and preparations for use to take place with minimal disruption and mitigation before going on line.

Comparison of these two alternatives include the following construction cost elements:

- Design, construction and related mitigation cost of adhering to the current Caltrain alignment. Table 1.
- Design, construction and related mitigation cost related to this proposed TTN underground alignment. Table 2.
- Note: Tables below list only the major cost elements that differentiate these two options.
- Such elements as electrification, signal, communications and other less significant cost elements are not mentioned as they are considered to be a constant between the two alignments.

Table 1, & 2

Alignment as presented -- Caltrain -- Willow Street to San Jose Station					
	Freight Xing		HSR Xing Structure		Estimated \$000,000
	Above	At Grd	Above	Below	Cost Element
Crossing 87	X		X		
Prevost St.	X		X		
Fuller St.					
Delmas Ave.	X		X		
Jerome St.					
Illinois Ave.					
Bird Ave.	X		X		
Harrison St.					
West Virginia St.	?		X		
280 Hwy & ramps	X		X		
Auzerais Ave.		X	X		
West San Carlos St.	X		X		
Park Ave.	X		X	X	
		unit	qty	cost	extended
street undercrossing / urban HSR		ea	3.0	17,930,413	53,791,239
street undercrossing / suburban HSR		ea	4.0	6,886,967	27,547,868
retaining wall		km	0.3	4,399,945	1,319,984
high standard structure		km	0.5	16,480,720	8,240,360
standard structure		km	0.1	16,480,720	1,648,072
major utility relocate/ urban		km	0.5	37,577,568	18,788,784
major utility relocate/ suburban		km	1.0	680,338	680,338
estimated environmental mitigation		km	1.0	273,407	273,407
					3,300,000
				Grand total	115,590,052
Thread the Needle (underground) -- Willow Street to San Jose Station					
cost element	Cost Element				
Double Track at Grade Willow to 87 HSR 0.17 km	168,838				
Same for Caltrain and Freight to 87 0.17 km	168,838				
West Virginia St. Crossing Below Grade	17,930,413				
Double Track on Structure HSR 0.4 km	1,489,751				
Double Track on Structure Frt. Caltrain 0.4 km	1,489,751				
Extended Flyover 87 to Tunnel Entrance	56,366,352				
Tunnel Entrance - near 87	5,000,000				
Tunnel Double Track HSR (soft soil) 1.3km	96,247,282				
Tunnel Twin Single Track Freight (soft soil) 1.3km	55,464,535				
Tunnel Twin Single Track Caltrain (soft soil) 1.3km	55,464,535				
Venting with facade 3 places	360,000				
	Grand total				
	290,150,295				
	Difference: At Grade vs. Tunnel				
	174,560,243				

Relative Per Capita Cost Comparison

Per capita net cost difference for CA HSR into San Jose via the 0.813 mile TTN underground option. Several population segments are presented. See Table 3.

Table 3

HSR Diridon to Morgan Hill with Underground			
87-280 TTN to Diridon			\$836,918,165
Population Segment	count	\$/capita / 1 yr.	\$/capita/ 30 yrs
HSR Riders / yr	50,000,000	16.74	0.56
State Residents	36,700,000	22.80	0.76
State Reg Voters	23,200,000	36.07	1.20
SCCo. Residents	1,800,000	464.95	15.50
SCCo. Reg Voters	1,117,300	749.05	24.97
SJ Residents	950,000	880.97	29.37
SJ Reg Voters	610,000	1,372.00	45.73

Per capita net cost for BART into San Jose via the 4.1 mile underground option. Several population segments are presented. See Table 4.

Table 4.

BART: Warm Springs to San Jose...			
Right of Way, Stations, Construction			\$6,100,000,000
Population Segment	count	\$/capita / 1 yr.	\$/capita/ 30 yrs
State Residents	36,700,000	166.21	5.54
BART Riders /yr SJ *	17,000,000	358.82	11.96
SCCo. Residents	1,800,000	3,388.89	112.96
SCCo. Reg Voters	1,117,300	5,459.59	181.99
SJ Residents	950,000	6,421.05	214.04
SJ Reg Voters	610,000	10,000.00	333.33
* Estimated BART ridership /yr in and out of San Jose			
Estimated at 15% of total BART annual ridership			

Summary

Thread the Needle Solution . . .

- **Shaves 15 seconds off every train through San Jose**
- **Reduces / eliminates CEQA concerns and mitigation**
- **Eliminates protracted delays related to property acquisition**
- **Simplifies Scoping and EIR process through San Jose**
- **Simplifies Security issues**
- **Provides Cost vs. Benefit balance**
- **Simplifies Future System Upgrades**
- **Facilitates San Jose bypass bore**

For San Jose . . .

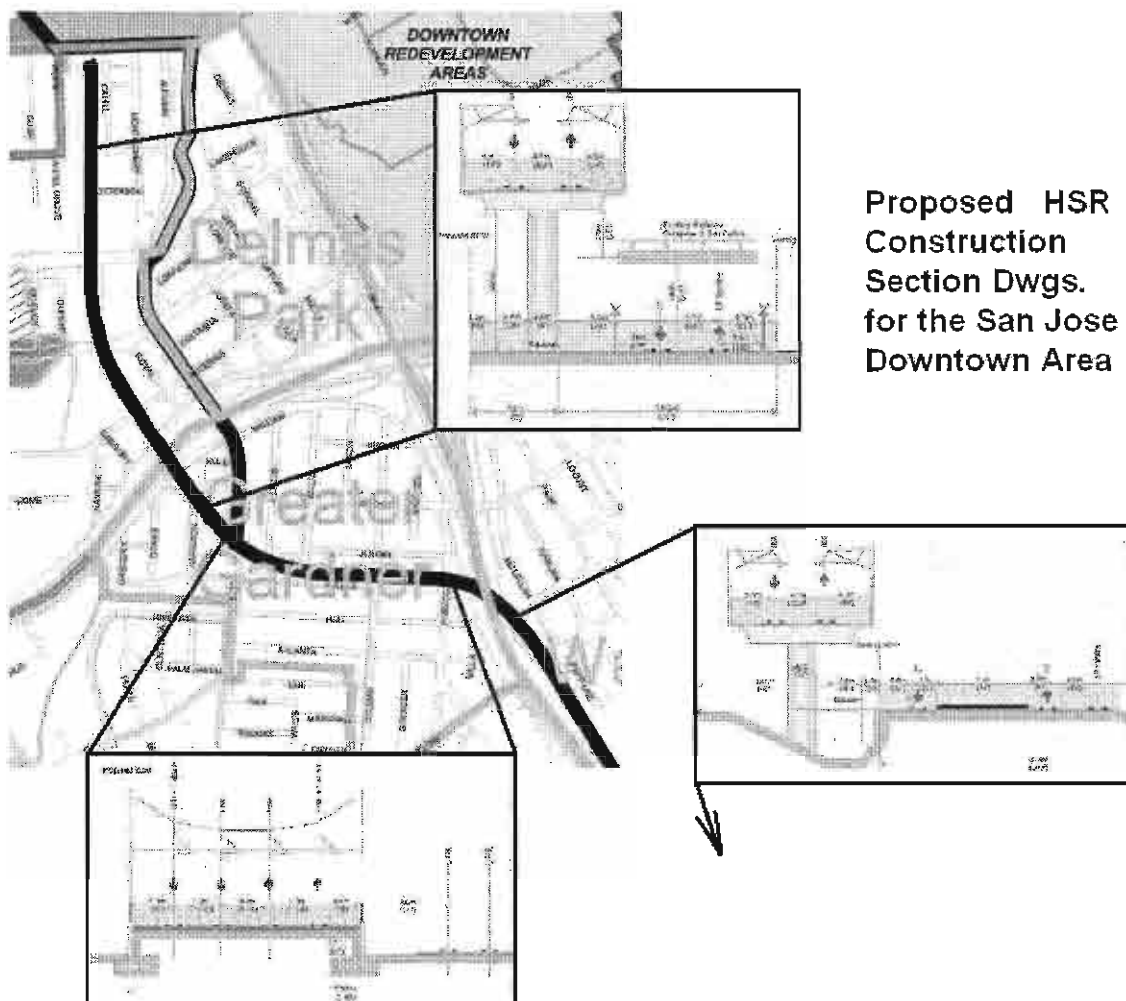
- **Frees up land for a world class transit mall**
- **Frees up acreage of former right of way**
- **Eliminates downtown underpasses and overpasses**
- **Preserves homes of unique character and distinction**
- **Eliminates intrusive and disruptive transit corridor**
- **TTN is Truly a Win-Win**
 - **For San Jose**
 - **For California**

Appendix

Currently Proposed Alignment	17
Soils and Hydrology	18
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Currently Proposed Alignment

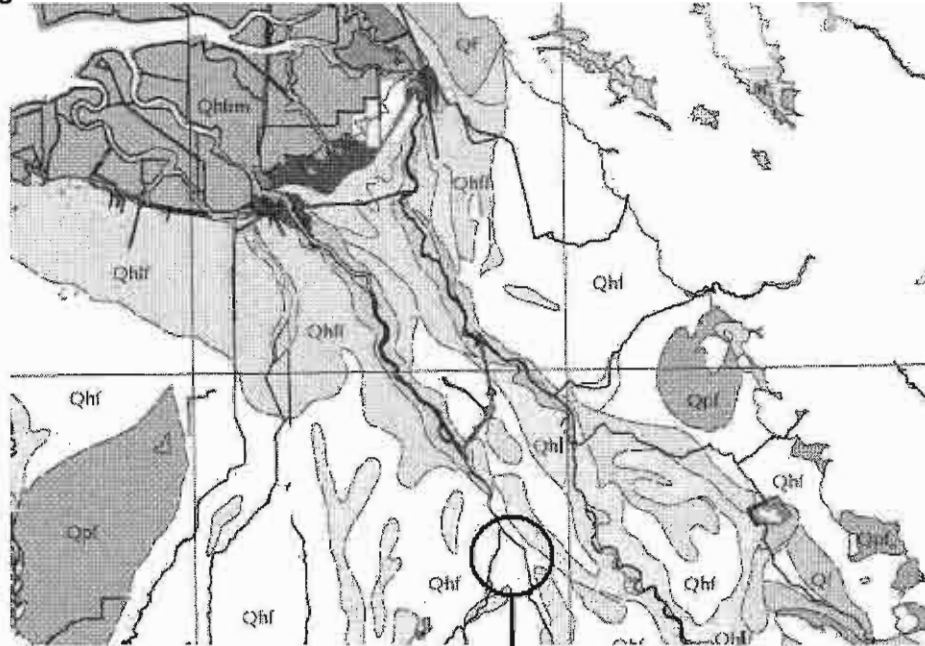
fig. 4 Currently proposed Caltrain alignment structures



Soils and Hydrology:

The USGS soils and geological map of the north central San Jose area illustrates substrates below the Arena, Diridon and proposed underground alignment. (Figure 5 and 5a)

Figure 5



Area of Arena, Diridon and 280-87

Fig. 5a

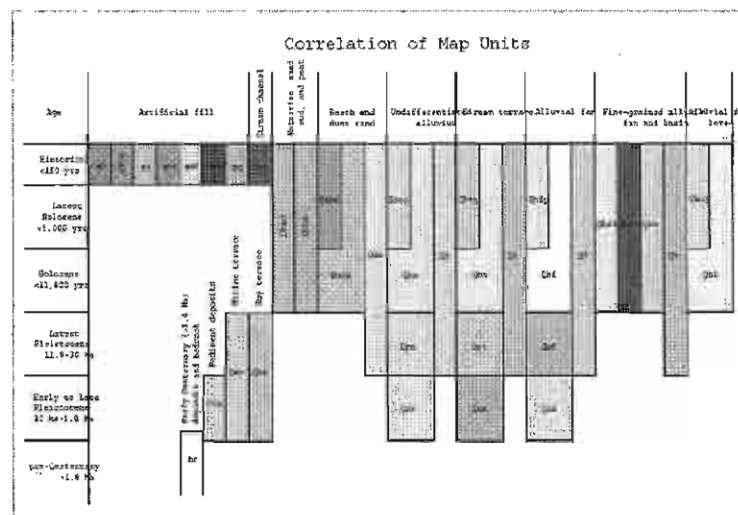
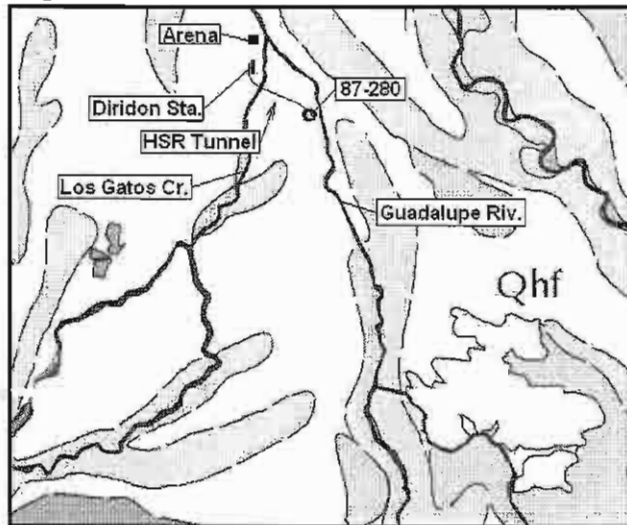


Figure 6 shows the tunnel entrance just west of the Guadalupe River channel, running northwest under the Los Gatos Creek and into the Diridon Station.

The entire 0.813 mile or 4,300 feet run through Alluvial Fan Deposits. Over the last 100 year as the water table of Santa Clara Valley has dropped and the valley floor has settled, these soils have become compact loam-like soils that are not as water laden as in the past.

Figure 6 Soil



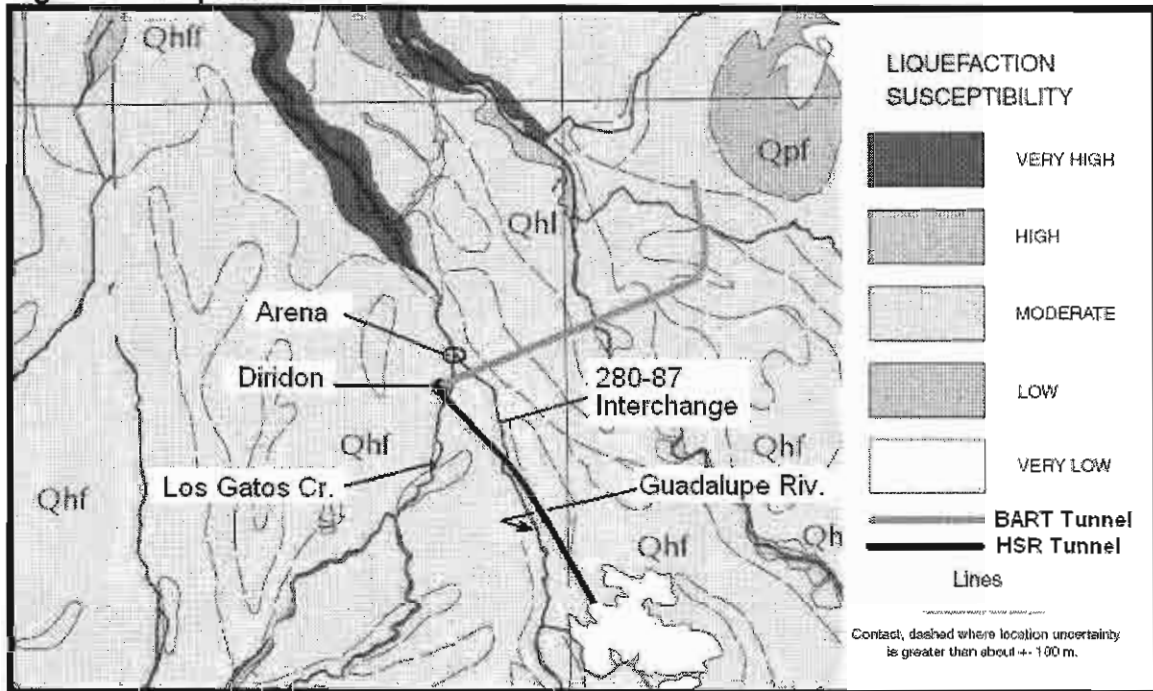
Holocene		Early Quaternary and Older	
	Qhf Alluvial fan deposits		Older deposits and bedrock
	Qhl Alluvial fan levee deposits		Qhff Alluvial fan deposits, fine facies

Geology & Seismicity

Figure 7 illustrates areas of liquefaction susceptibility in the areas of north and central San Jose. Although subsoil in the area of this proposed tunnel alignment are alluvial fan deposits and may contain varying levels of subsoil moisture, these soils present moderate levels of risk to well engineered below-grade structures.

It is assumed that upon further examination of these soils, tunnel design, construction materials and processes will be selected to provide the maximum level of safety and sustainability.

Figure 7 Liquefaction



Information provided in the VTA BART EIR summarized from the *Geotechnical Exploration Findings and Recommendations Report* (Earth Tech, Inc. 2003) states the following:

“From the Market Street Station and proceeding west, some granular deposits of sand and gravel to silty sand and clayey sand interbedded in fine grained silts and clays are expected.”

This report goes on to state:

“... whereas at Guadalupe River and Los Gatos Creek there is potential for liquefaction primarily within the upper 20 feet of the soil profile.”

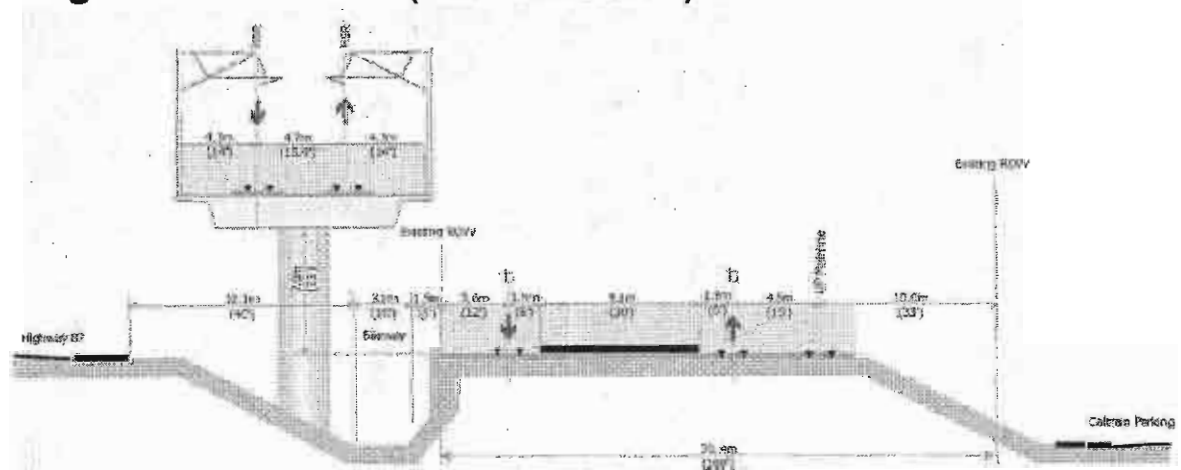
Areas along this proposed tunnel (TTN) alignment would have to be identified by detailed geotechnical studies during the design phase of the Project.

Tunnel design and construction of that intended for the BART tunnel in these soils have been reviewed and are considered standard, safe and reliable.

Construction Views

Note: The following construction views for general illustration only.

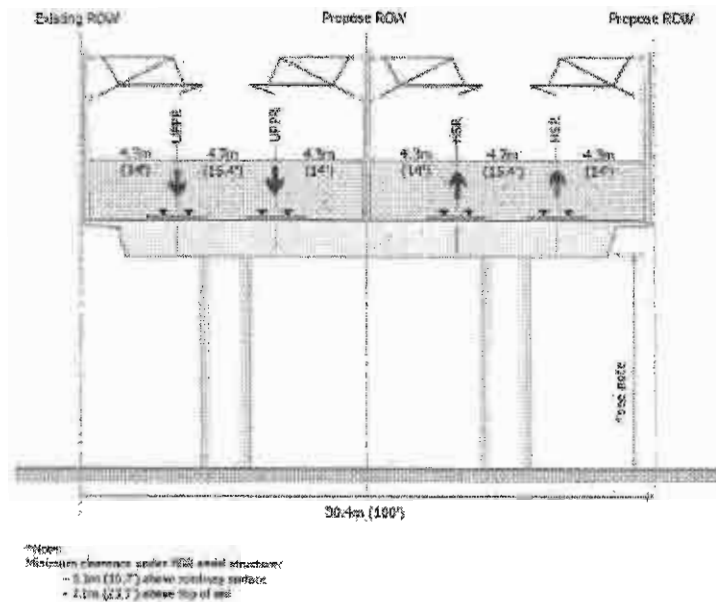
Virginia St. south (Caltrain ROW)



California High-Speed Train Project EIR/EIS

Figure PP-8

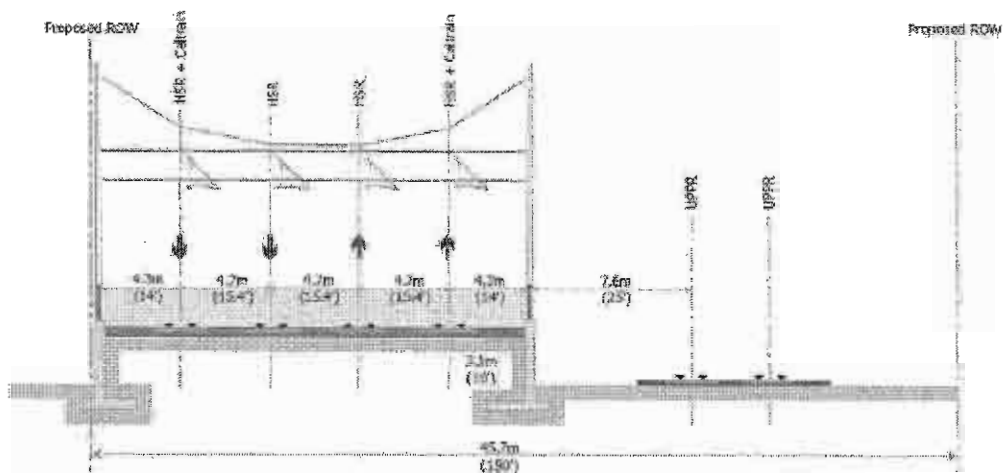
Structure over 87 (Caltrain ROW)



California High-Speed Train Program EIR/EIS

Figure NS-20

87 to 280 (Caltrain ROW)



California High-Speed Train Program EIR/EIS

Figure PP-9

280 to Diridon (Caltrain ROW)

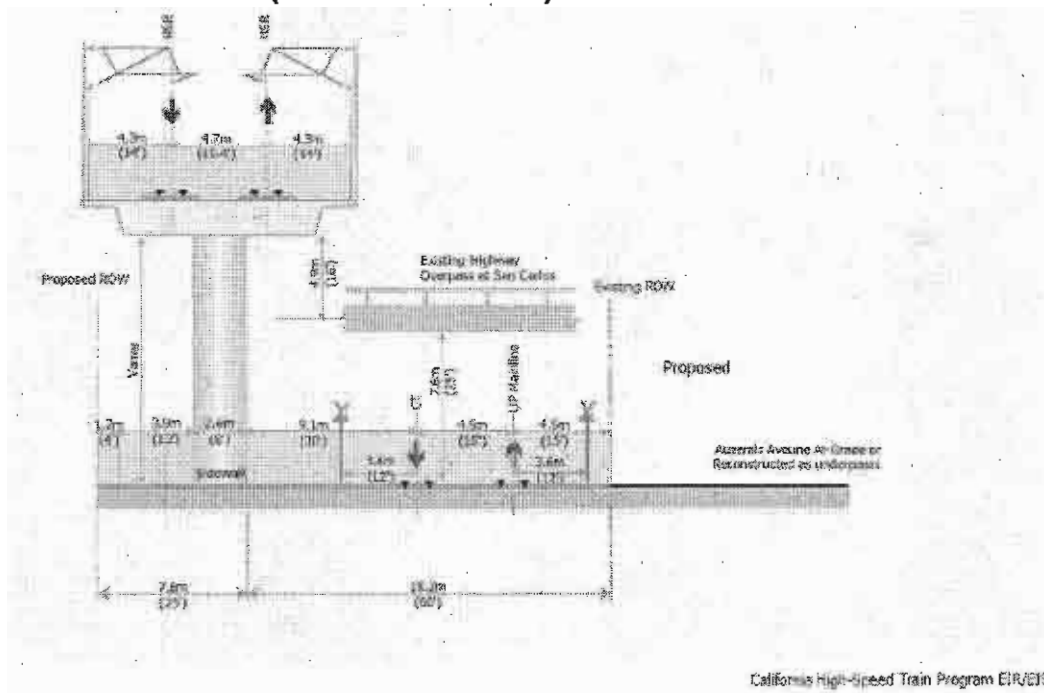
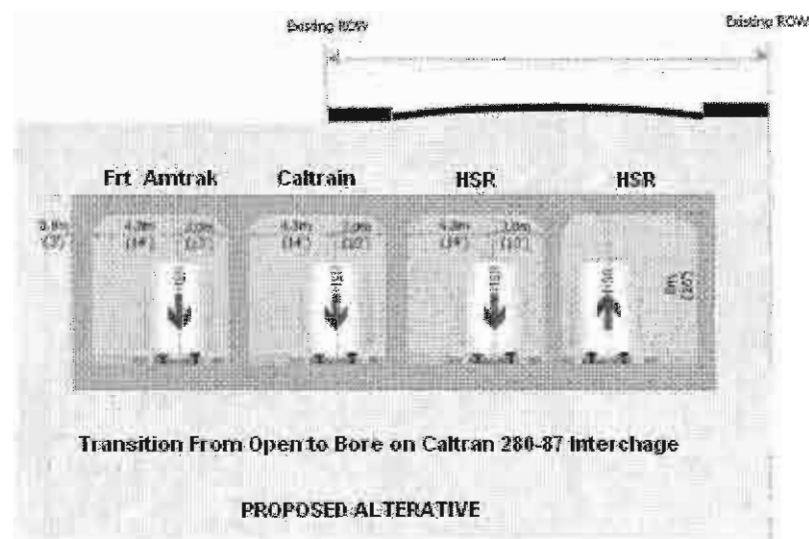
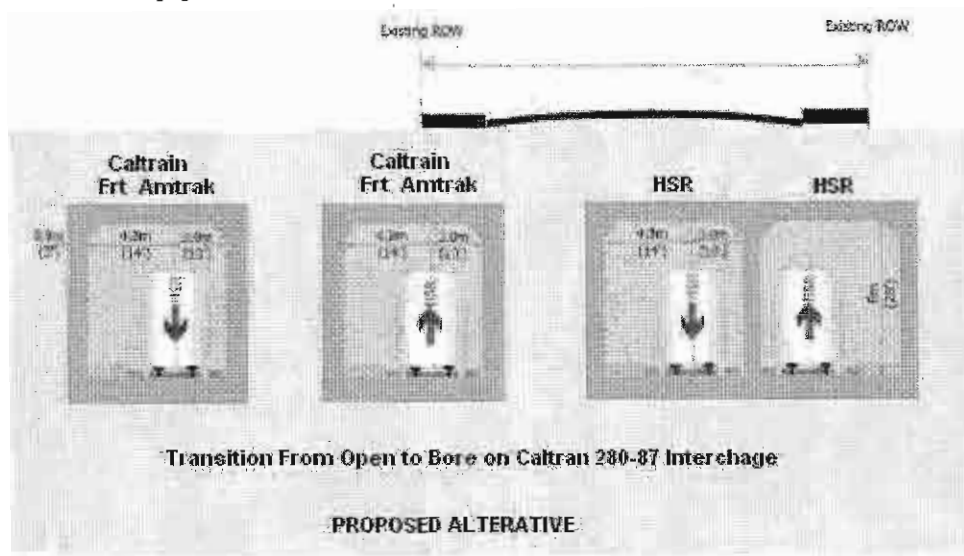


Figure PP-7

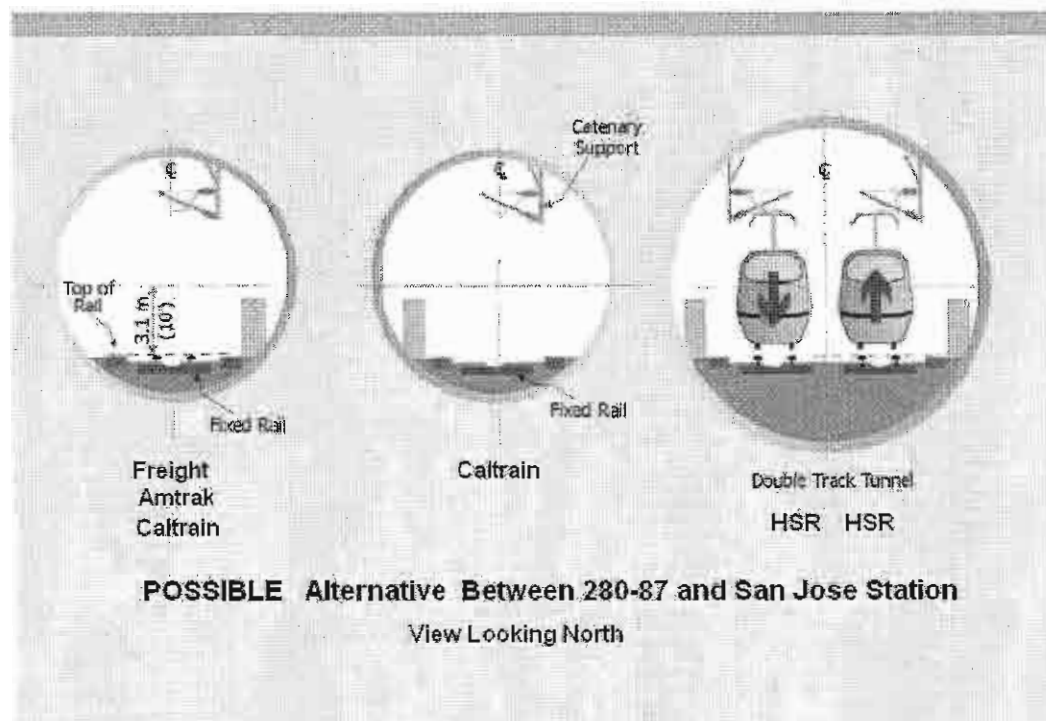
Four tracks – covered trench



Tunnel approach



Tunnel Option



PACHECO- 1 AND 2							
COST ELEMENTS		UNIT	UNIT PRICE (\$)	QUANTITIES			
Alignment Cost				Diridon to Morgan Hill		Morgan Hill to Gilroy	
				Pacheco-1		Pacheco-2	
Track				Quantities	Item Cost (\$)	Quantities	Item Cost (\$)
	Double Track Section-Total	km		32.59		16.00	
1	Double Track Section - At Grade	km	993,167	27.450	27,362,430	9.500	9,033,352
2	Double Track Section - On Structure	km	1,678,243	5.050	9,485,125	6.100	11,457,280
3	Double Track Section - In Tunnel or Subway	km	1,678,243	0.000	0	0.000	0
4	Double Track Section - In Trench	km	1,678,243	0.000	0	0.000	0
	Single Track Section - Total	km		0.000		0.000	
5	Single Track Section - At Grade	km	496,583	0.000	0	0.000	0
6	Single Track Section - On Structure	km	939,121	0.000	0	0.000	0
7	Single Track Section - In Tunnel or Subway	km	939,121	0.000	0	0.000	0
8	Single Track Section - In Trench	km	939,121	0.000	0	0.000	0
9	Freight Double Track - At Grade	km	993,167	0.000	0	0.000	0
10	Freight Single Track - At Grade	km	496,583	0.000	0	0.000	0
Earthwork and Related Items							
1	Site Preparation - Undeveloped	hectare	12,081	0.00	0	0.00	0
2	Cut	m3	9	237,380	2,113,067	46,480	413,747
3	Fill	m3	9	0	0	141,345	1,258,196
4	Borrow	m3	13.35	0.00	0	0.00	0
5	Spill	m3	0.00	0.00	0	0.00	0
6	Cut/Fill Slopes (Landscaping/Erosion Control)	hectare	5,075	0.00	0	0.00	0
7	Fencing (Both Sides of R/W)	km	101,733	27.55	2,803,740	9,900	1,007,135
8	Special Drainage Facilities		5% of Earthwork		245,790		133,955
Structures/Tunnels/Walls							
1	Standard Structure	km	13,733,933	0.55	13,047,237	6.10	83,776,494
2	High Structure	km	16,480,720	4.10	67,570,953	0.00	0
3	Long Span Structure	km	37,577,568	0.00	0	0.00	0
4	Waterway Crossing - Primary	km	26,576,734	0.00	0	0.00	0
5	Waterway Crossing - Secondary (Irrigation/Canal Crossing)	km	23,119,226	0.00	0	0.00	0
6	Twin Single Track Drill & Blast (<6 Miles)	km	75,040,254	0.00	0	0.00	0
7	Twin Single Track TBM (<6 Miles)	km	55,465,535	0.00	0	0.00	0
8	Twin Single Track TBM w/3rd Tube (>6 Miles)	km	78,846,643	0.00	0	0.00	0
9	Double Track Drill & Blast	km	83,749,573	0.00	0	0.00	0
10	Double Track Mined (Soft Soil)	km	96,247,282	0.00	0	0.00	0
11	Seismic Chamber (Drill & Blast/Mined)	ea	54,803,899	0.00	0	0.00	0
12	Crossovers	ea	54,803,899	0.00	0	0.00	0
13	Cut & Cover Double Track Tunnel	km	48,133,641	0.00	0	0.00	0
14	Trench Short	km	49,868,507	0.00	0	0.00	0
15	Trench Long	km	38,272,836	0.00	0	0.00	0
16	Mechanical & Electrical for Tunnels	km	1,931,362	0.00	0	0.00	0
17	Retaining Walls	km	4,359,945	1.20	5,229,934	0.00	0
18	Confinement Walls	km	1,500,559	0.00	0	0.00	0
19	Single Track Cut and Cover Subway	km	30,077,276	0.00	0	0.00	0
Grade Separations							
1	Street Overcrossing HSR - Urban	EA	17,167,417	0.00	0	0.00	0
2	Street Overcrossing HSR - Suburban	EA	6,485,469	0.00	0	0.00	0
3	Street Overcrossing HSR - Undeveloped	EA	1,093,628	0.00	0	0.00	0
4	Street Undercrossing HSR - Urban	EA	17,230,413	3.00	53,791,239	0.00	0
5	Street Undercrossing HSR - Suburban	EA	6,956,867	11.00	75,526,634	0.00	61,802,701
6	Street Undercrossing HSR - Undeveloped	EA	1,157,211	0.00	0	0.00	0
7	Street Bridging HSR Trench	EA	0	0.00	0	0.00	0
8	Minor crossing closure	EA	178,032	0.00	0	0.00	0
Rail and Utility Relocation							
1	Single Track Relocation (temporary)	km	1,271,661	0.00	0	0.00	0
2	Single Track Relocation (permanent)	km	1,271,661	0.00	0	0.00	0
3	Single Track Removal	km	63,372	0.00	0	0.00	0
5	Major Utility Relocation - Urban	km	680,336	13.33	9,065,509	4.64	2,156,770
7	Major Utility Relocation - Suburban	km	273,407	9.43	2,576,851	4.00	1,093,628
8	Major Utility Relocation - Undeveloped	km	13,988	9.75	136,386	7.36	102,954
Right-of-Way							
1	Right-of-Way Required for Each Segment						
	Urban	hectare	2,737,608	20.26	55,463,943	7.05	19,305,135



U.S. Department
of Transportation
Federal Railroad
Administration

PACHECO- 1 AND 2							
COST ELEMENTS		UNIT	UNIT PRICE (\$)	QUANTITIES			
Alignment Cost				Dividan to Morgan Hill		Morgan Hill to Gilroy	
				Pacheco-1		Pacheco-2	
Track						Quantities	Item Cost (\$)
	Suburban	hectare	479,031	14.33	6,865,236	6.08	2,912,815
	Undeveloped	hectare	342,201	14.82	5,071,418	11.19	3,829,229
Environmental Mitigation							
Environmental Mitigation		3% of Line Cost			10,846,955		6,589,460
System Elements							
1	Signalling (ATC)	km	845,654	32.50	27,483,783	16.00	13,530,468
2	Communications (w/Fiber Optic Backbone)	km	899,413	32.50	22,730,932	16.00	11,190,612
3	Wayside Protection System	km	67,144	32.50	2,182,169	16.00	1,074,299
Electrification Items							
1	Traction Power Supply	km	432,365	32.50	14,051,849	16.00	6,917,833
2	Traction Power Distribution	km	806,233	32.50	26,202,565	16.00	12,899,724
Program Implementation Costs (PER SCREENING)							
Program Implementation Costs		25.5% of Total Cost & Procurement			112,152,247		60,331,479
Contingencies (PER SCREENING)							
Contingencies		25% of Total Construction Cost			109,953,184		63,070,077
Total Construction					361,565,182		219,648,667
Total Construction and Right of Way (Includes Environmental Mitigation)					479,817,734		252,280,329
Grand Total					661,910,165		379,681,864

April 8, 2009

Mr. Dan Leavitt
Deputy Director
ATTN: San Jose to Merced
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt:

Subject: High Speed Rail Scoping input
San Jose to Gilroy segment

Regarding: Attached 5100m (5100 meter) Tunnel Alignment Option

Voices of San Jose (VOSJ) appreciates the opportunity to present this 5100m alternative alignment during the scoping phase of the project EIR San Jose to Merced. VOSJ thanks HSRA staff and consultants, City of San Jose-DOT staff, and Caltrans for their help in preparing this proposal.

Voices of San Jose is a not-for-profit public policy group with the mission to provide thoughtful and constructive solutions to community challenges. VOSJ provides research and analytic support to individuals or organizations desiring significant input to public policy. Volunteer professionals work with community members to help give voice to their ideas.

For your consideration, Voices of San Jose submit this alternative to the double-S curve on the Caltrain alignment between Tamien and Diridon.

This 5100m alignment descends underground near Curtner Avenue, travels 5100 meters passing under Guadalupe River, Hwy 87, I-280, Los Gatos Creek to arrive at Diridon Station. The proposal includes the option to move UPRR and other heavy rail.

In the evaluation of this option vs. the Caltrain route, how will you:

1. Note the minimal CEQA impacts.
2. Measure the decreased risk of significant legal and political delays resulting from property acquisition problems through historic Greater Gardner and North Willow Glen neighborhoods south of Diridon.

3. Consider the faster travel times possible on this alignment.
4. Observe the greater flexibility for a separate bypass track for trains not stopping at Diridon.
5. Take measure of the increased options for implementation of advanced technology over the next 10, 50, and 100 years.
6. Acknowledge the reduced construction mitigations required.
7. Consider the reduced on-going mitigation costs in nearby historic neighborhoods and claims associated with changes in service levels and equipment.
8. Note the greater degrees of freedom in design of an efficient, cost-effective Diridon Multi-modal Station.
9. Acknowledge the greater compatibility with high density, high quality TOD and better use of Redevelopment Agency (RDA) land in the Diridon Station area.

This 5100m alignment offer solutions to the challenges of the Double-S curve south of Diridon station. Minimal CEQA implication and property acquisition would allow for rapid construction of the San Jose to Merced HSR segment. Straighter alignments provide for increased speeds and future technology improvements.

Voices of San Jose is committed to finding solutions that work best for San Jose and all citizens of California, for now and for the next 100 years. VOSJ looks forward to working with HSRA, its consultants, and CSJ-DOT to find the right solution.

Please contact VOSJ if you have questions, require clarifications, or to brainstorm other solutions. VOSJ Project Manager David Dearborn will serve as primary contact; he may be reached at (408) 981-6599 or ddaytond@att.net. VOSJ Director Jean Dresden may be contacted at (408) 298-0275 or jeanann2@aol.com.

Sincerely yours,

Jean Dresden
Director, Voices of San Jose

cc: Ben Tripousis, SJ-DOT
Henry Servin Jr., P.E. SJ-DOT

CA High Speed Rail, Merced to San Jose

(5100 meter Curtner Avenue to Diridon)

Scoping Input

5100m: An Alternative Alignment

Voices of San Jose

David Dearborn, Project Manager

Jean Dresden, Director

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5100m Overview

Transforming San Jose from “The Bedroom Community” of the South Bay to a world-class urban city requires looking forward.

50 years, 100 years from now, will the country’s first HSR system have a route that represents California’s commitment to the future?

The 5100m alignment gets its name from the tunnel which begins just north of Curtner Avenue, crossing at right angles under the Guadalupe River north of Willow Street, and unobtrusively beneath highly valued TOD and RDA land to Diridon Station It will:

- **Facilitate the faster, lighter weight and more energy efficient train sets of the future.**
- **Reflect appreciation for San Jose’s history, livability and its sense of community for 1.5 to 2.0 million people.**
- **Facilitate wider degrees of freedom in land use planning as San Jose continues to grow.**
- **Include the option of including UPRR and other heavy rail.**

There is only one opportunity to get this right.

There will be no going back.

San Jose is the 10th largest city planning for a world-class multi-modal transit hub, mall and urban center.

This proposal presents a secure and unobtrusive freight-friendly 1.350% max grade through San Jose.

Figure 1,

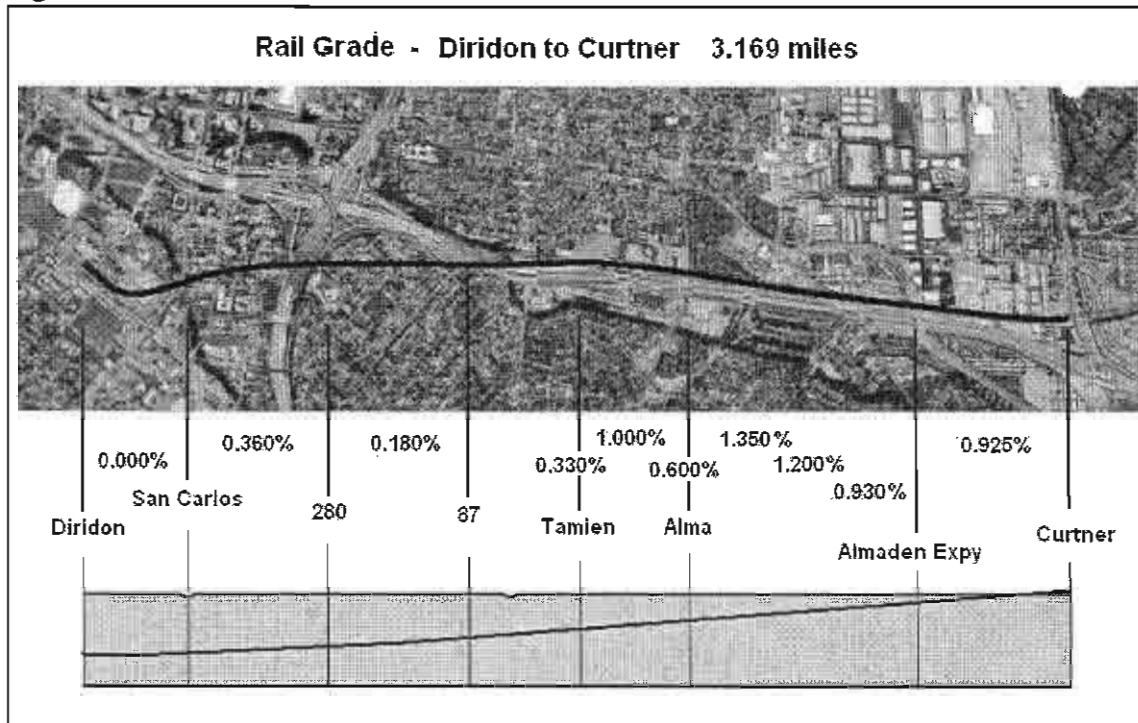


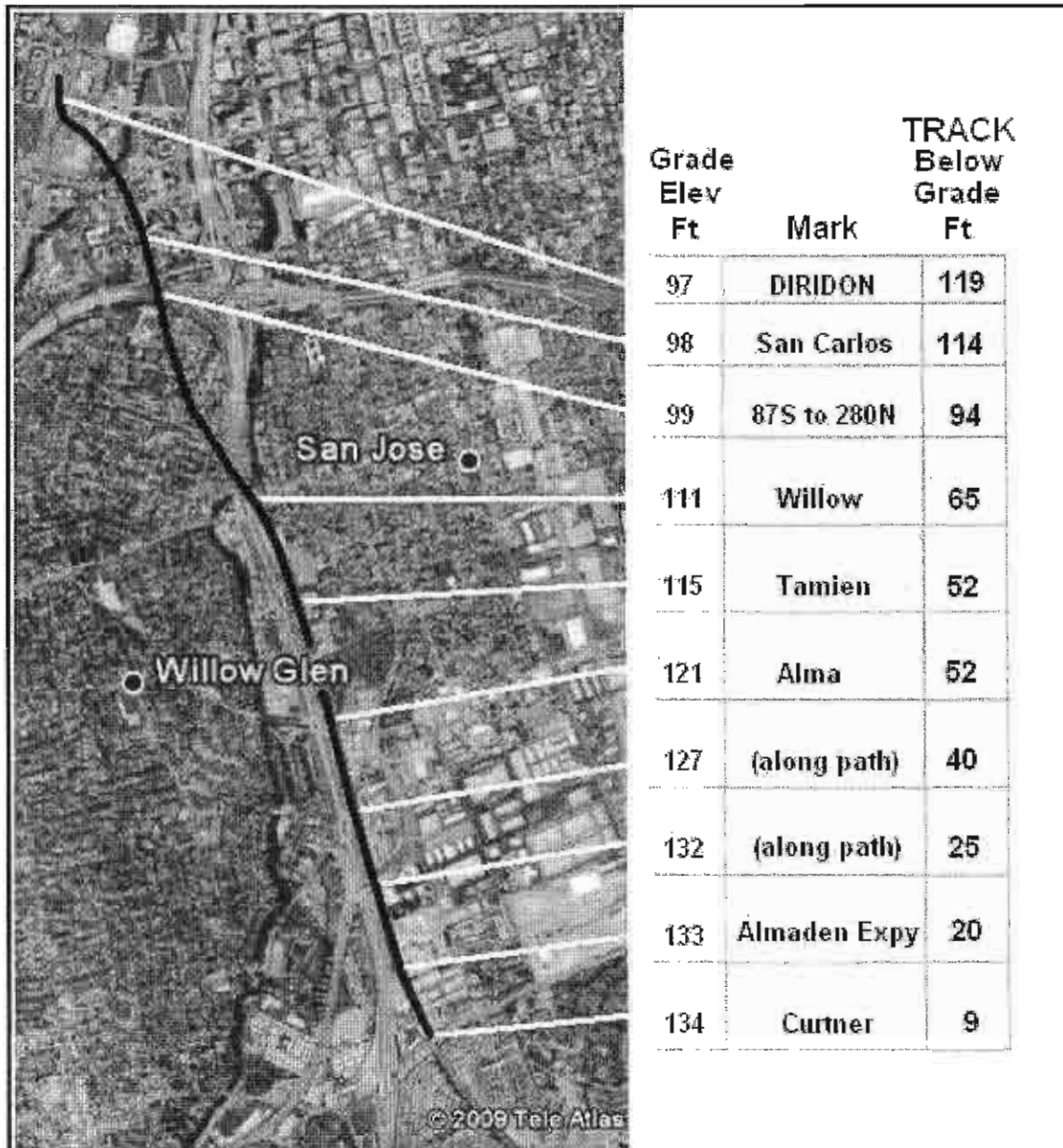
Chart 1.

		Dist		Grade				Track	Track
		From	at "from"	Elev	Cost	drop	%	below	below
From (ft)	To	To	point	Elemnt	ft	grade	at "To"	Curtner	Grade
Curtner	Curtner + 300m	984	134	A	9.1	0.920%	9.1	9.1	
Curtner + 300m	Almaden Expy	1,312	133	B	12.2	0.930%	21.3	20.3	
Almaden Expy	Almaden Expy + 200m	666	132	B	6.1	0.930%	27.4	25.4	
Almaden Expy + 200m	Almaden Expy + 700m	1,640	127	C	19.7	1.200%	47.0	40.0	
Almaden Expy + 700m	Alama	1,312	121	D E	17.7	1.350%	64.8	51.8	
Alma	Tamien	984	115	D E	5.9	0.600%	70.7	51.7	
Tamien	Willow	1,312	115	D E	13.1	1.000%	83.8	64.8	
Willow	87S flyover to 280N	3,281	111	D E	32.8	1.000%	116.6	93.6	
87S flyover to 280N	San Carlos near Josefa	3,281	99	D E	32.8	1.000%	149.4	114.4	
San Carlos near Josefa	Station Rail South entry	1,640	98	D E	6.6	0.400%	156.0	120.0	
Station Rail South entry	Diridon platform	328	97	D E	0.0	0.000%	156.0	119.0	

A	at grade - plus or minus 3.1m (10 feet)
B	trench - 3.1m to 8m inside (10 - 26 feet)
C	covered trench -
D	tunnel - double track HSR mined soft soil
E	tunnel - twin single track <6mi mined soft soil

Note: Final 5100m track grade and depth at Diridon designed as appropriate for final station design.

Fig. 2 5100m satellite view showing Grade Elevation and Track below Grade from Curtner to Diridon



5100m EIR / EIS Discussion

Socio Economics, Neighborhoods & Environmental Justice:

None -- buried underground

Eminent Domain:

None/ very small -- mostly public land and underground

Land Taking:

None/ very small -- mostly public land and underground

Traffic & Mobility:

None -- only at and around station; no road/street closures required; no rebuilding of overpasses or grade separations

Biological Resources & Riparian Corridors:

None – No rail bed, structures, construction, vibration, displacement, mitigation or modifications required. ROW buried well below the Guadalupe River and Los Gatos water ways and riparian corridors. No impact on migratory fish, reptiles, birds, mammals, insects, grasses, plants, habitat, and other

Noise & Vibration:

None -- no surface structures or at grade rail beds in or through historic neighborhoods or densely populated core city areas as ROW is well under ground in areas of greatest concern

Construction Impacts:

Significantly fewer -- only south of Tamien and tunnel entrance; no pile driving; no earth moving equipment; no concrete, steel and materials trucks; no cranes and overhead equipment; no road closures; no construction mitigation issues

Sound Mitigation:

None-to-nil -- buried under ground; no sound walls required

Cumulative & Secondary Impacts:

None to nonexistent -- Combined HSR, Caltrain & other heavy rail are buried and under ground; simultaneous or cumulative noise and vibration is underground and fully mitigated

Parks Recreation & Open Space:

None taken -- Preserves, protects and enhances opportunities for parks, trails and open space -- Preserves, protects and enhances visual, aesthetic value and eliminates sound pollution for same -- Reference Scoping input letter from Dr. Laurence Lowell Ames and others

Transportation & Circulation:

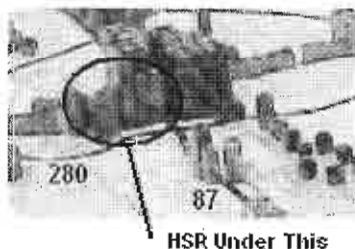
Walking and Bike Trails – No mitigation require -- HSR, Caltrain & other passenger and light freight heavy rail is underground providing increased opportunity for greater carbon free mobility within and about the city... for work related commuting, general mobility and recreation and health maintenance -- See Scoping letter from Dr. Larry Ames

Auto & Public transportation – No mitigation required -- HSR, Caltrain, Amtrak, ACE and UPRR rail can follow this alignment underground through San Jose

Local Growth:

No Impact – Track ROW and associated space and imposition considerations are non-existent – buried under ground

Fig. 3



San Jose DOT planning vision as proposed in conjunction with the Santa Clara County Valley Transit Authority (Q-1 2009)

Station Planning:

No to little impact -- 5100m is an underground option that offers greater architectural freedom in planning the new Diridon multi-modal transit mall -- Options for separate bore(s) for through passage are possible.

Land Use & Property:

Little-to-No Impact -- HSR, Caltrain and other heavy rail is buried under ground -- 5100m offers greater degrees of freedom for Land Use planning -- Little to No Impact on Property values due to above ground alignment options

EMI / EMF:

None -- Buried and under ground

Security & Public Safety:

None -- 5100m is buried and underground

Blight, Land Remnants & Misuse:

None -- 5100m alignment is buried and underground; No land remnants to provide shelter or opportunity for misuse, unauthorized use or undesired or illegal behavior

Aesthetics & Visual Quality:

No Impact -- 5100m is buried underground -- No supporting structures -- No sound or security barriers -- No visible overhead wires or suspension structures -- No cleaning or aesthetics mitigation or maintenance concerns -- No impact of such on perceived or real property values

Hydrology & Water Resources:

None to Little -- See Appendix

Geology & Seismicity:

None to Little -- Current bore designs and construction technology mitigate this issue -- The difficulty of boring 5100m has been referred to by some... “like a hot knife through butter” See Appendix

5100m Speed Considerations

-- This high speed alignment removes 30 seconds from every HSR train stopping at San Jose, and even more for through trains

-- Larger radii, gentle grade, enhanced security and reduced mitigation allow the highest possible speeds with the least challenges.

-- This proposal reserves the smaller turn radius for entry to the Diridon station where slower speed is needed for station arrival.

-- Speed models below; see table 2.

Table 2.

Caltain Alignment					100 yr Alignment			
m	mi.	mph	time sec		m	mi.	mph	time sec
100	0.06	10	22.37	Diridon	100	0.06	10	22.37
200	0.12	25	8.95		200	0.12	25	8.95
300	0.19	40	5.59		300	0.19	45	4.97
400	0.25	50	4.47		400	0.25	60	3.73
500	0.31	60	3.73		500	0.31	70	3.20
600	0.37	65	3.44	San Carlos	600	0.37	80	2.80
700	0.43	65	3.44		700	0.43	95	2.35
800	0.50	70	3.20		800	0.50	105	2.13
900	0.56	75	2.98		900	0.56	115	1.95
1000	0.62	75	2.98		1000	0.62	125	1.79
1100	0.68	75	2.98		1100	0.68	135	1.66
1200	0.75	75	2.98		1200	0.75	145	1.54
1300	0.81	70	3.20		1300	0.81	155	1.44
1400	0.87	65	3.44		1400	0.87	165	1.36
1500	0.93	60	3.73		1500	0.93	175	1.28
1600	0.99	60	3.73	280 Fly	1600	0.99	185	1.21
1700	1.06	60	3.73		1700	1.06	185	1.21
1800	1.12	65	3.44		1800	1.12	185	1.21
1900	1.18	75	2.98		1900	1.18	185	1.21
2000	1.24	80	2.80		2000	1.24	185	1.21
2100	1.30	95	2.35		2100	1.30	185	1.21
2200	1.37	110	2.03		2200	1.37	185	1.21
2300	1.43	125	1.79		2300	1.43	185	1.21
2400	1.49	140	1.60		2400	1.49	185	1.21
2500	1.55	155	1.44		2500	1.55	185	1.21
2600	1.62	170	1.32	Willow	2600	1.62	185	1.21
2700	1.68	185	1.21		2700	1.68	185	1.21
2800	1.74	185	1.21		2800	1.74	185	1.21
2900	1.80	185	1.21		2900	1.80	185	1.21
3000	1.86	185	1.21	Tamien	3000	1.86	185	1.21
total seconds.....			110		total seconds.....			80

Venting:

A number of areas for venting and emergency access or exit are possible along this 5100m bore to the Diridon Station. Exact locations will depend on engineering details and design codes or standards.

Estimated Cost Difference

The 5100m alternative would cost an estimated \$439,000,000 more than the currently proposed above-ground Caltrain right-of-way design from Diridon to Morgan Hill. This option adds 1.3% to the 800 mile California High Speed Rail estimated project costs. See table 3.

To arrive at this \$439mil figure, subtract the current estimated significant costs from the estimated Tunnel Alignment significant costs.

Table 3.

5100m Tunnel Alignment Cost Estimate				Cost Element	cost element \$ /meter	Cost
		m				
Curtner	to	Almaden Expy	300	A	not applicable	0
			400	B	49,668	19,867,035
Almaden Expy	to	Alma	200	B	49,668	9,933,517
			500	C	48,124	24,061,821
Alma	to	Station Rail entry	3700	D E	151,712	561,334,093
		track removal from Willow to Diridon 2x	2500	F	127	317,500
est. total cost						615,513,966
Current Caltrain Alignment Cost						total cost of presented alignment
cost elements in the current alignment			unit	qty	cost /unit	
steel undercrossing / urban HSR			ea	3.0	17,930,413	53,791,239
steel undercrossing / suburban HSR			ea	4.0	6,886,967	27,547,868
retaining wall			km	0.5	4,399,945	2,199,973
high structure			km	3.0	16,480,720	49,442,160
standard structure			km	1.0	13,733,933	13,733,933
long span structure			km	0.5	37,577,568	18,788,784
major utility relocate/ urban			km	2.0	680,338	1,360,676
major utility relocate/ suburban			km	2.3	273,407	628,836
estimated environmental mitigation						9,000,000
est. total cost						176,493,469
cost per unit or meter					\$ / meter	
A	at grade - plus or minus 3.1m (10 feet)				not applicable	
B	trench - 3.1m to 8m inside (10 - 26 feet)				49,668	
C	covered trench -				48,124	
D	tunnel - double track HSR mined soft soil				96,247	
E	tunnel - twin single track <6mi mined soft soil				55,465	
F	single track removal times 2 tracks				127	

Note: Shown above are significant cost figure elements, and do not include items common to be both alignment options.

Relative per capita cost comparison

Per capita CA HSR Morgan Hill to Diridon via the 5100m underground option. Several population segments are presented. (see table 4. below)

Table 4 Total cost Morgan Hill to Diridon via 5100m alignment option.

HSR Diridon to Morgan Hill with Underground			
Curtner / Almaden Expy to Diridon			\$1,100,918,165
Population Segment	count	\$/capita / 1 yr.	\$/capita/ 30 yrs
HSR Riders / yr	50,000,000	22.02	0.73
State Residents	36,700,000	30.00	1.00
State Reg Voters	23,200,000	47.45	1.58
SCCo. Residents	1,800,000	611.62	20.39
SCCo. Reg Voters	1,117,300	985.34	32.84
SJ Residents	950,000	1,158.86	38.63
SJ Reg Voters	610,000	1,804.78	60.16

Per capita cost for BART Fremont to San Jose via the 4.1 mile underground tunnel. Several population segments are presented. (see table 5. below)

Table 5.

BART: Warm Springs to San Jose...			
Right of Way, Stations, Construction			\$6,100,000,000
Population Segment	count	\$/capita / 1 yr.	\$/capita/ 30 yrs
State Residents	36,700,000	166.21	5.54
BART Riders /yr SJ *	17,000,000	358.82	11.96
SCCo. Residents	1,800,000	3,388.89	112.96
SCCo. Reg Voters	1,117,300	5,459.59	181.99
SJ Residents	950,000	6,421.05	214.04
SJ Reg Voters	610,000	10,000.00	333.33
* Estimated BART ridership /yr in and out of San Jose			
Estimated at 15% of total BART annual ridership			

Summary

For CA High Speed Rail . . .

- Shaves 30 seconds off every train stopping at San Jose
- Reduces even more time for 'through trains'
- Eliminates protracted delays related to property acquisition
- Reduces / eliminates CEQA concerns and mitigation
- Simplifies Scoping and EIR process through San Jose
- Simplifies Security issues
- More readily accepts newer technology, upgrades and higher speed train sets
- Is truly the design for the next 100 years

For San Jose . . .

- Frees up land for a world class transit mall
- Eliminates downtown underpasses and overpasses
- Is freight friendly with 1.350% max grade
- Preserves homes of unique character and distinction
- Eliminates intrusive and disruptive multi-rail corridor
- Frees up over 50 acres of former right of way
- Truly the design for San Jose's future

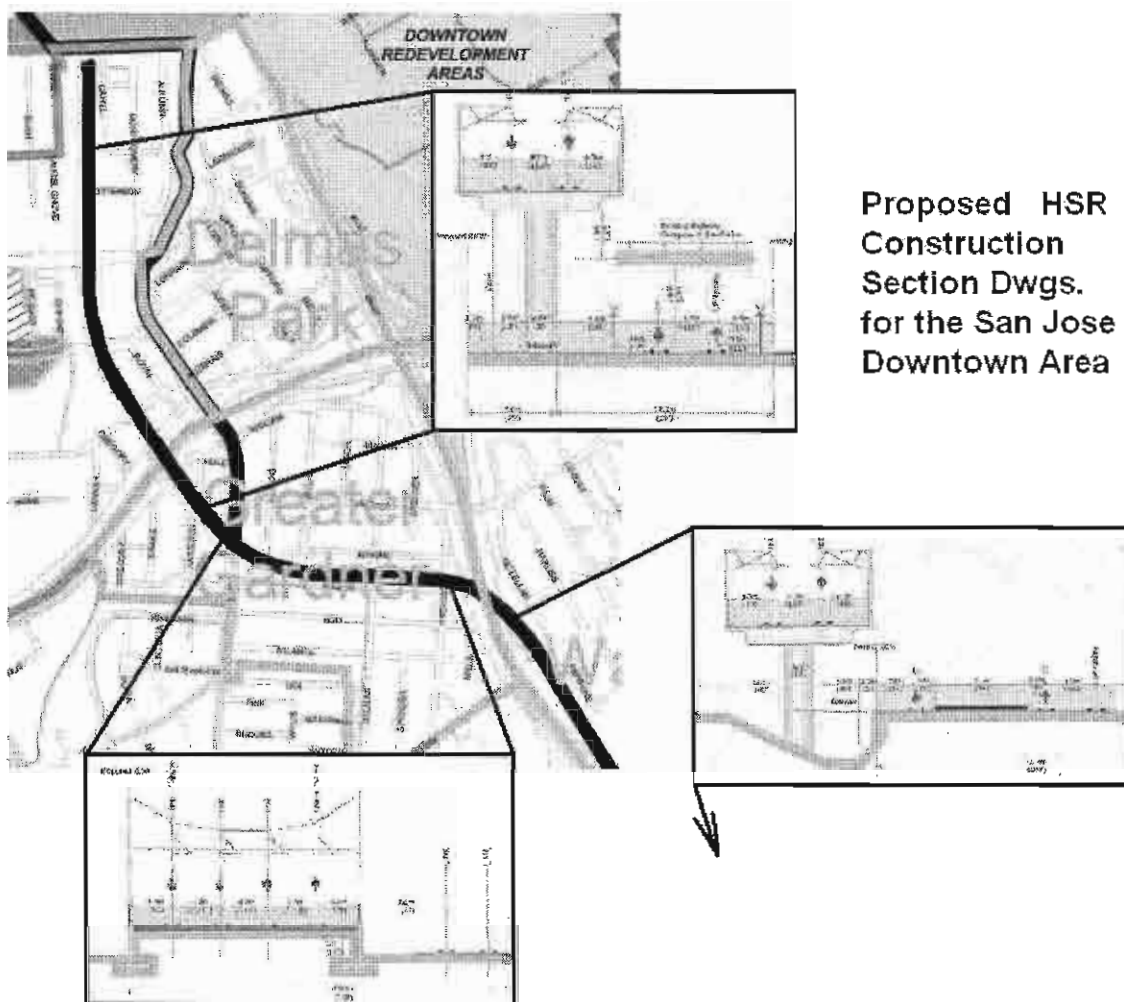
A winning solution for San Jose – HSRA and the citizens of California

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Currently Proposed Alignment

fig. 4 Currently proposed Caltrain alignment structures



Soils and Hydrology:

The USGS soils and geological map of the north central San Jose area illustrates substrates below the Arena, Diridon and proposed underground alignment. (Figure 5 and 5a)

Figure 5

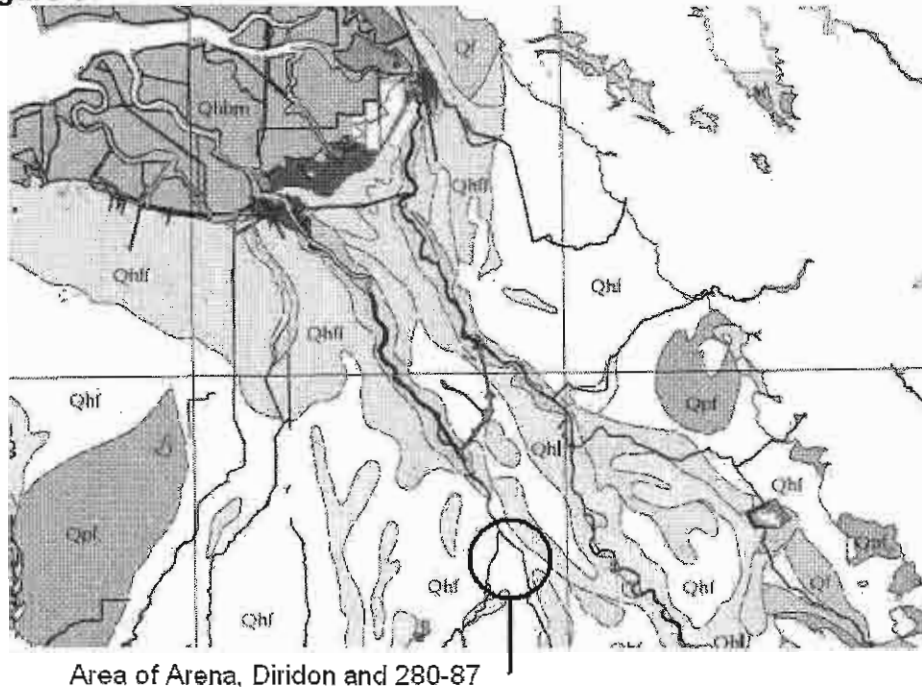


Fig. 5a

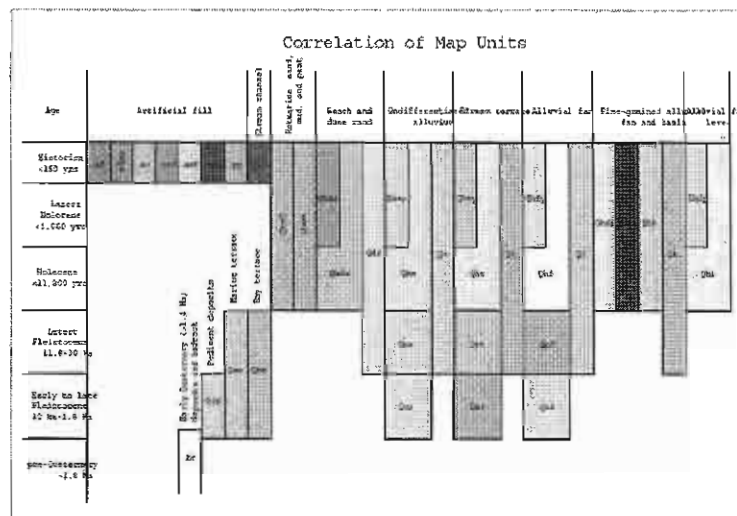
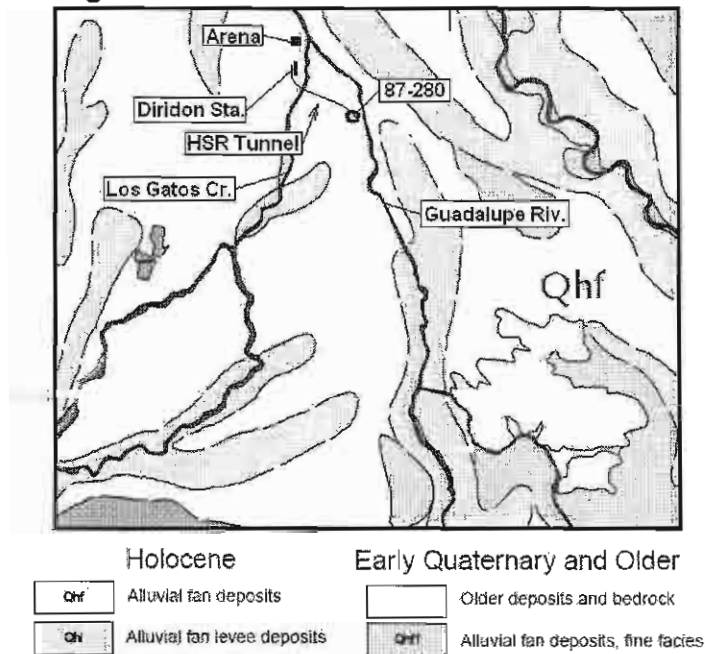


Figure 9 shows the tunnel entrance just west of the Guadalupe River channel, running northwest under the Los Gatos Creek and into the Diridon Station.

The entire 0.813 mile or 4,300 feet run through Alluvial Fan Deposits. Over the last 100 year as the water table of Santa Clara Valley has dropped and the valley floor has settled, these soils have become compact loam-like soils that are not as water laden as in the past.

Figure 6 Soil

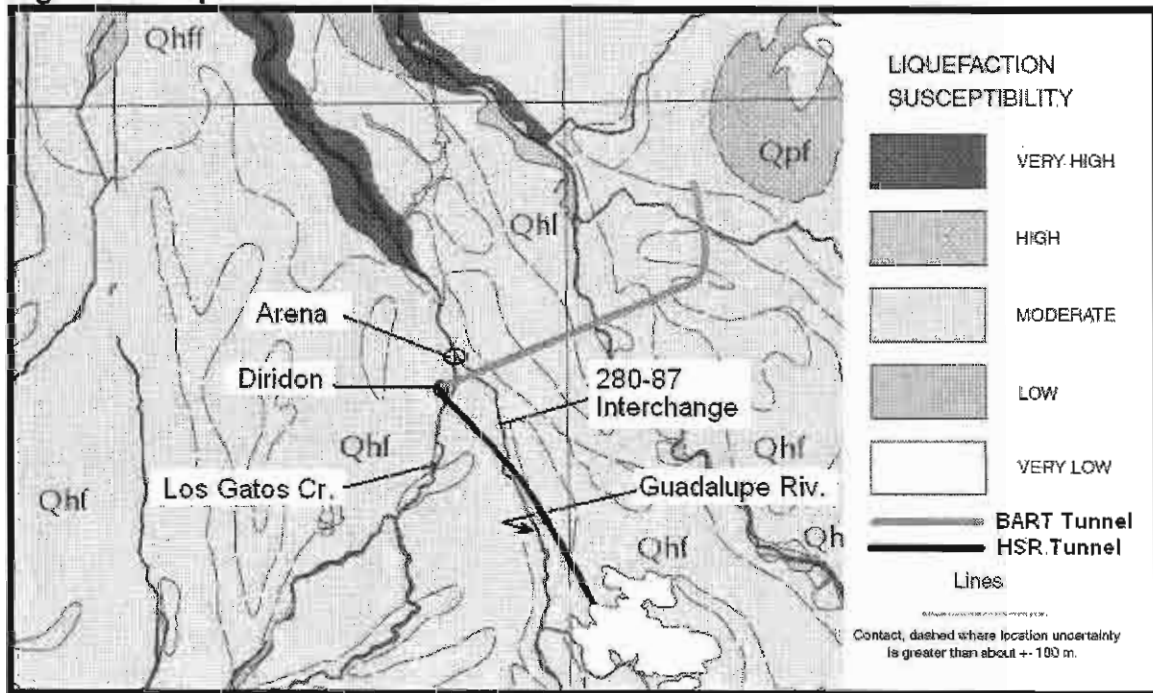


Geology & Seismicity

Figure 10 illustrates areas of liquefaction susceptibility in the areas of north and central San Jose. Although subsoil in the area of this proposed tunnel alignment are alluvial fan deposits and may contain varying levels of subsoil moisture, these soils present moderate levels of risk to well engineered below-grade structures.

It is assumed that upon further examination of these soils, tunnel design, construction materials and processes will be selected to provide the maximum level of safety and sustainability.

Figure 7 Liquefaction



Information provided in the VTA BART EIR summarized from the *Geotechnical Exploration Findings and Recommendations Report* (Earth Tech, Inc. 2003) states the following:

"From the Market Street Station and proceeding west, some granular deposits of sand and gravel to silty sand and clayey sand interbedded in fine grained silts and clays are expected."

This report goes on to state:

“... whereas at Guadalupe River and Los Gatos Creek there is potential for liquefaction primarily within the upper 20 feet of the soil profile.”

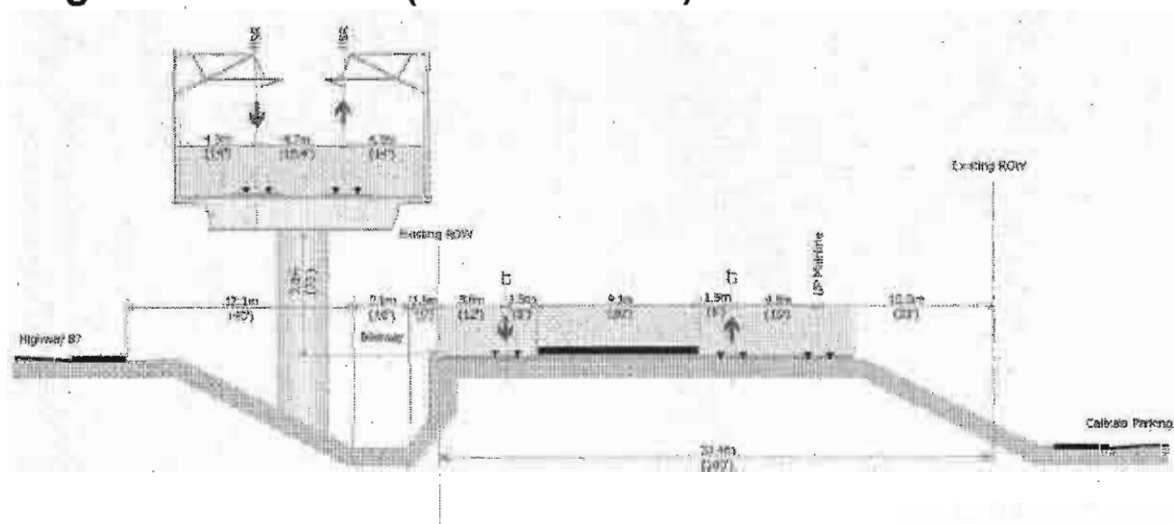
Areas along this proposed tunnel (TTN) alignment would have to be identified by detailed geotechnical studies during the design phase of the Project.

Tunnel design and construction of that intended for the BART tunnel in these soils have been reviewed and are considered standard, safe and reliable.

Construction Views

Note: The following construction views for general illustration only.

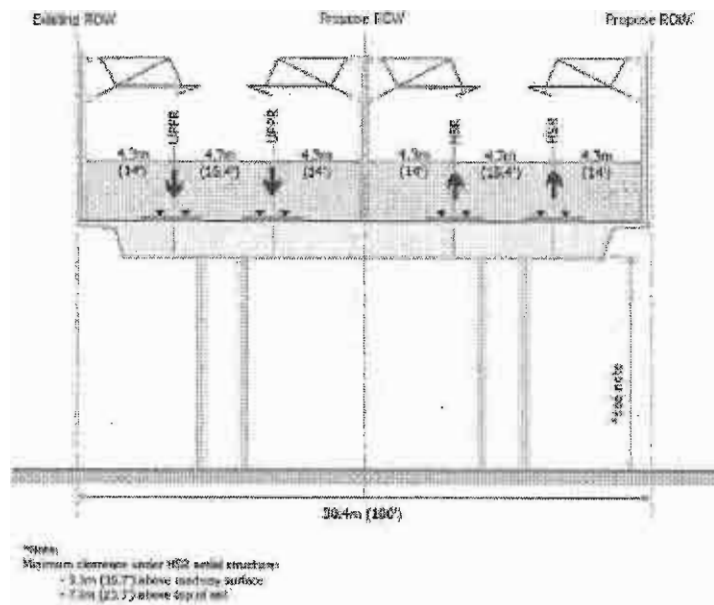
Virginia St. south (Caltrain ROW)



California High-Speed Train Program EIR/EIS

Figure PP-8

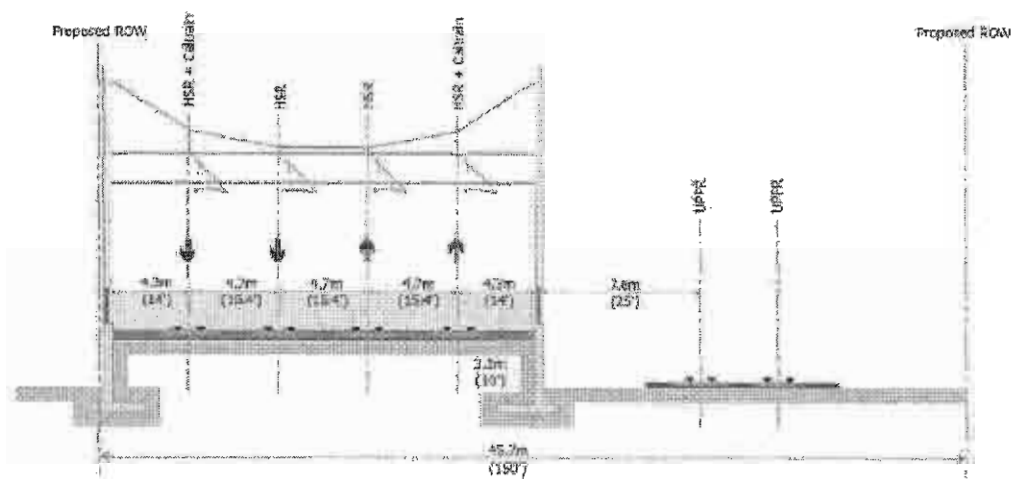
Structure over 87 (Caltrain ROW)



California High-Speed Train Program EIR/EIS

Figure NS-20

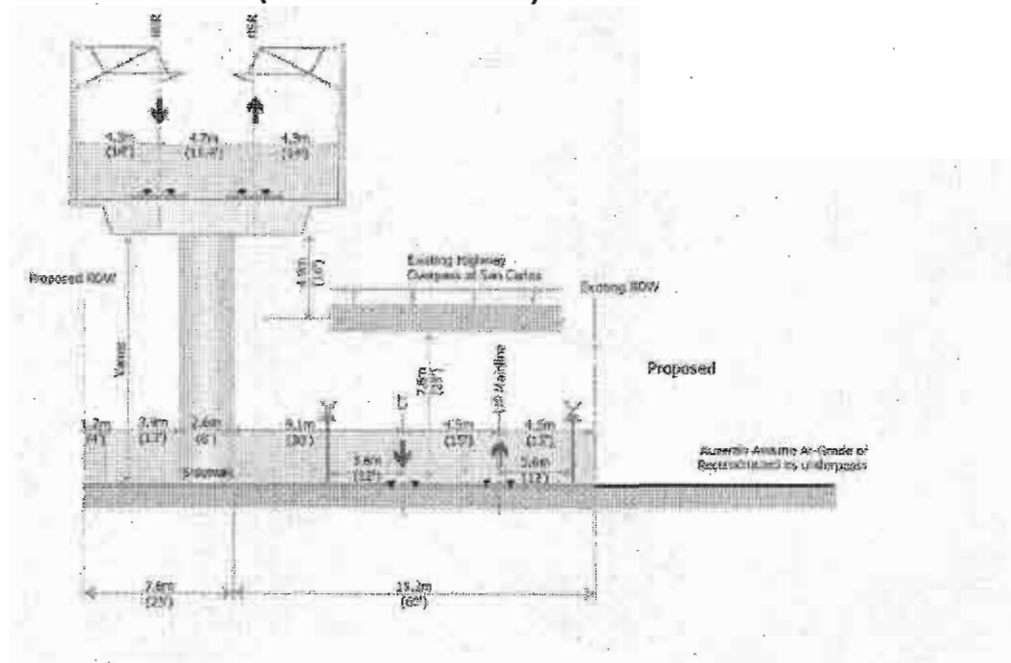
87 to 280 (Caltrain ROW)



California High-Speed Train Program EIR/EIS

Figure PP-9

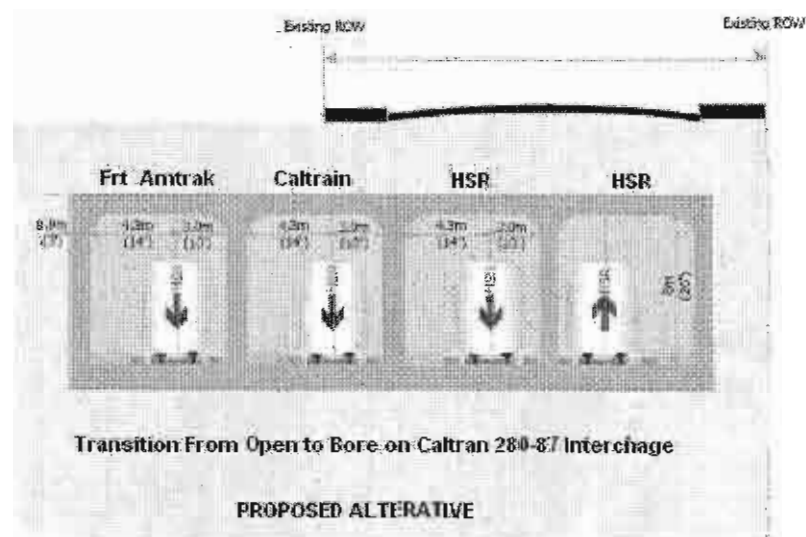
280 to Diridon (Caltrain ROW)



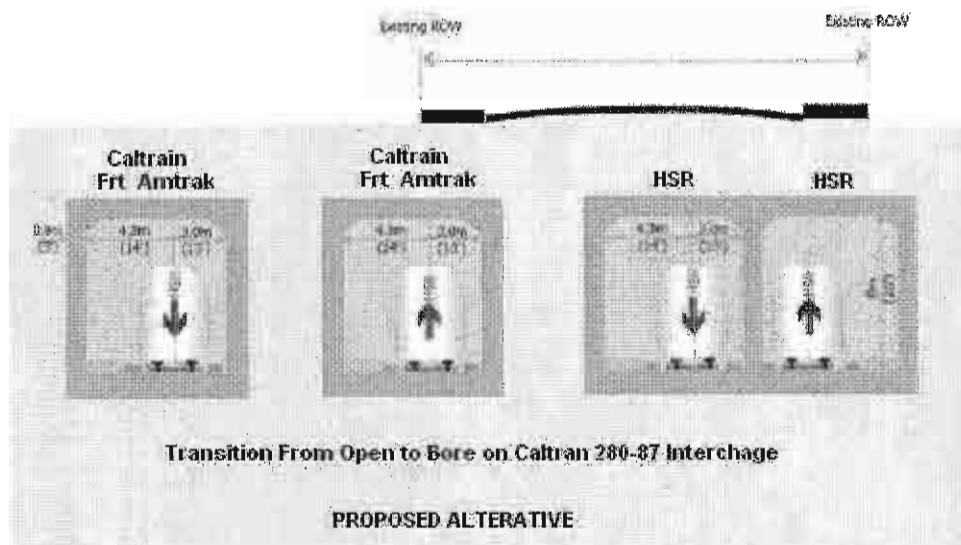
California High-Speed Train Program EIR/EIS

Figure PP-7

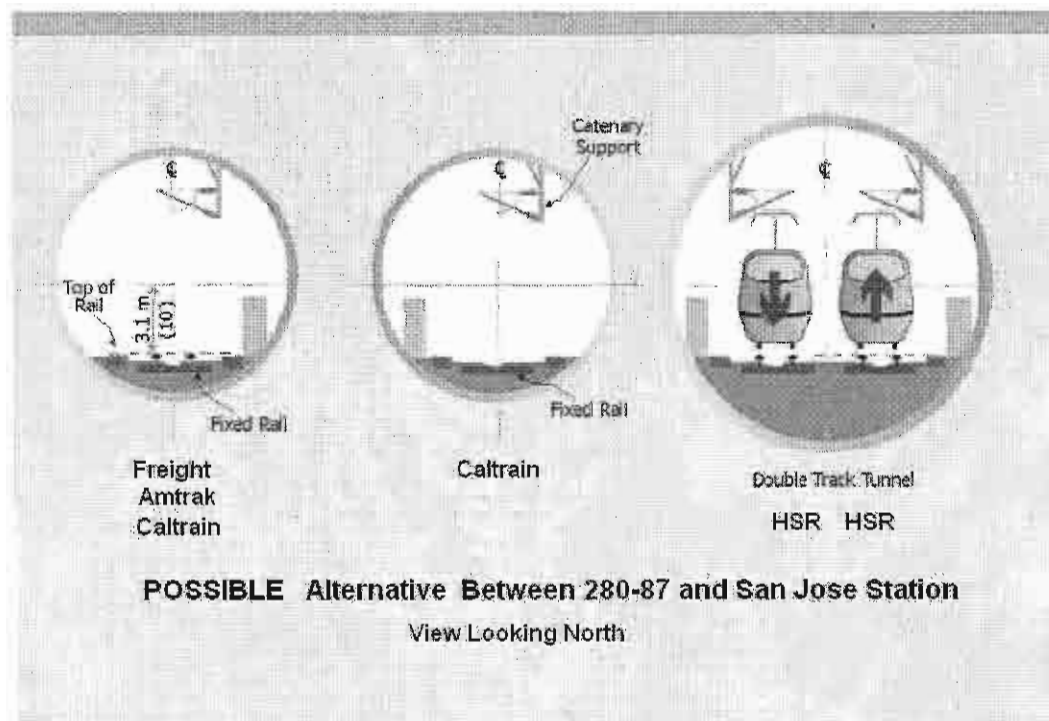
Four tracks – covered trench



Tunnel approach



Tunnel Option



COST ELEMENTS		UNIT	UNIT PRICE (\$)	QUANTITIES			
Alignment Cost	Diridon to Morgan Hill			Morgan Hill to Gilroy			
	Pacheco-1			Pacheco-2			
	Quantities			Item Cost (\$)	Quantities	Item Cost (\$)	
Track							
	Double Track Section-Total	km		32.50		15.00	
1	Double Track Section - At Grade	km	993,167	27.450	27,262,430	9.900	9,832,352
2	Double Track Section - On Structure	km	1,678,243	5.050	9,485,125	5.100	11,457,180
3	Double Track Section - In Tunnel or Subway	km	1,478,243	0.000	0	0.000	0
4	Double Track Section - In Trench	km	1,878,243	0.000	0	0.000	0
	Single Track Section - Total	km		0.000		0.000	
5	Single Track Section - At Grade	km	496,583	0.000	0	0.000	0
6	Single Track Section - On Structure	km	939,121	0.000	0	0.000	0
7	Single Track Section - In Tunnel or Subway	km	939,121	0.000	0	0.000	0
8	Single Track Section - In Trench	km	939,121	0.000	0	0.000	0
9	Freight Double Track - At Grade	km	993,167	0.000	0	0.000	0
10	Freight Single Track - At Grade	km	496,583	0.000	0	0.000	0
Earthwork and Related Items							
1	Site Preparation - Undeveloped	hectare	12,081	0.00	0	0.00	0
2	Cut	m3	9	237,360	2,113,067	46,460	413,747
3	Fill	m3	9	0	0	141,345	1,238,156
4	Borrow	m3	13.35	0.00	0	0.00	0
5	Spoil	m3	0.00	0.00	0	0.00	0
6	Cut/Fill Slopes (Landscaping/Erosion Control)	hectare	8,075	0.00	0	0.00	0
7	Fencing (Both Sides of R/W)	km	101,753	27.55	2,802,740	9.90	1,007,155
8	Special Drainage Facilities		5% of Earthwork		245,790		133,955
Structures/Tunnels/Walls							
1	Standard Structure	km	13,733,933	0.95	13,047,237	6.10	83,776,994
2	High Structure	km	16,480,720	4.40	67,570,953	0.00	0
3	Long Span Structure	km	37,577,568	0.00	0	0.00	0
4	Waterway Crossing - Primary	km	26,876,734	0.00	0	0.00	0
5	Waterway Crossing - Secondary (Irrigation/Canal Crossing)	km	23,119,226	0.00	0	0.00	0
6	Twin Single Track Drill & Blast (<6 Miles)	km	75,040,254	0.00	0	0.00	0
7	Twin Single Track TBH (<6 Miles)	km	55,464,535	0.00	0	0.00	0
8	Twin Single Track TBH w/3rd Tube (>6 Miles)	km	78,846,643	0.00	0	0.00	0
9	Double Track Drill & Blast	km	83,740,573	0.00	0	0.00	0
10	Double Track Mined (Soft Soil)	km	95,247,282	0.00	0	0.00	0
11	Seismic Chamber (Drill & Blast/Mined)	as	94,803,899	0.00	0	0.00	0
12	Crossovers	as	94,803,899	0.00	0	0.00	0
13	Cut & Cover Double Track Tunnel	km	48,123,641	0.00	0	0.00	0
14	Trench Short	km	49,666,587	0.00	0	0.00	0
15	Trench Long	km	39,272,836	0.00	0	0.00	0
16	Mechanical & Electrical for Tunnels	km	1,933,362	0.00	0	0.00	0
17	Retaining Walls	km	4,359,945	1.20	5,279,934	0.00	0
18	Containment Walls	km	1,600,559	0.00	0	0.00	0
19	Single Track Cut and Cover Subway	km	30,077,276	0.00	0	0.00	0
Grade Separations							
1	Street Overcrossing HSR - Urban	EA	17,167,417	0.00	0	0.00	0
2	Street Overcrossing HSR - Suburban	EA	6,485,463	0.00	0	0.00	0
3	Street Overcrossing HSR - Undeveloped	EA	1,093,628	0.00	0	0.00	0
4	Street Undercrossing HSR - Urban	EA	17,930,413	3.00	53,791,239	0.00	0
5	Street Undercrossing HSR - Suburban	EA	6,066,567	11.00	75,536,634	3.00	61,892,701
6	Street Undercrossing HSR - Undeveloped	EA	1,157,211	0.00	0	0.00	0
7	Street Bridging HSR Trance	EA	0	0.00	0	0.00	0
8	Minor crossing closure	EA	178,032	0.00	0	0.00	0
Rail and Utility Relocation							
1	Single Track Relocation (temporary)	km	1,271,661	0.00	0	0.00	0
2	Single Track Relocation (permanent)	km	1,271,661	0.00	0	0.00	0
3	Single Track Removal	km	63,827	0.00	0	0.00	0
4	Major Utility Relocation - Urban	km	680,336	13.33	9,065,509	4.64	3,156,770
5	Major Utility Relocation - Suburban	km	273,497	9.43	2,576,861	4.00	1,093,628
6	Major Utility Relocation - Undeveloped	km	13,988	9.75	136,386	7.36	102,954
Right-of-Way							
1	Right-of-Way Required for Each Segment	hectare	2,737,608	20.26	55,463,943	7.05	59,300,136



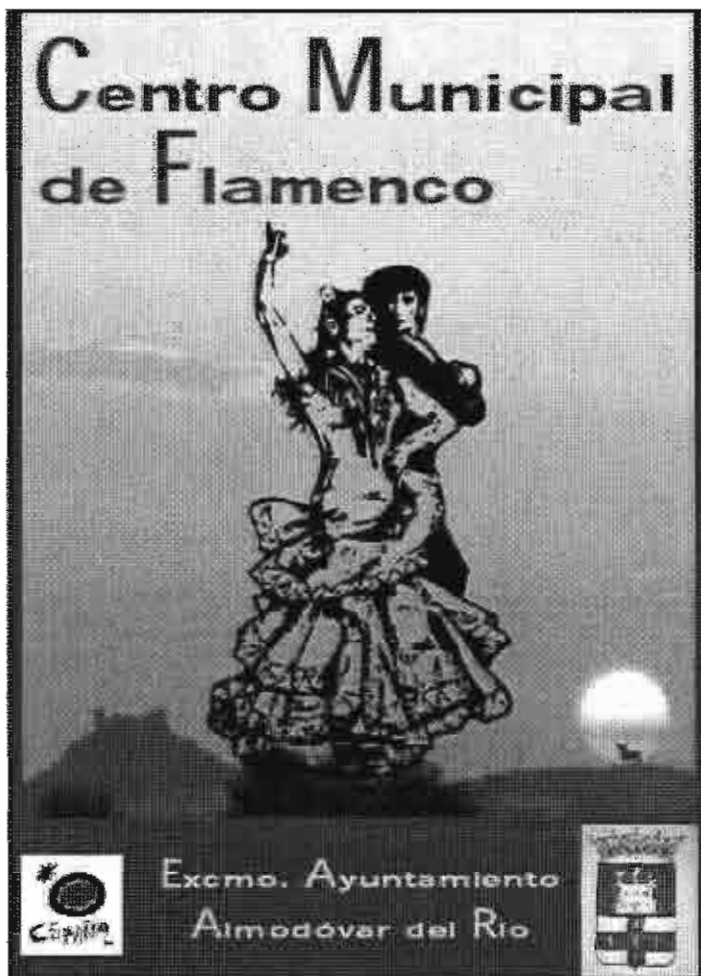
U.S. Department
of Transportation
Federal Railroad
Administration

PACHECO- 1 AND 2								
COST ELEMENTS			UNIT	UNIT PRICE (\$)	QUANTITIES			
Alignment Cost					Division to Morgan Hill		Morgan Hill to Gilroy	
					Pacheco-1		Pacheco-2	
					Quantities	Item Cost (\$)	Quantities	Item Cost (\$)
Track								
	Superban	hectare	479,081	14.33	6,865,236	6.08	2,912,815	
	Undeveloped	hectare	342,301	14.82	5,071,418	11.19	3,829,229	
Environmental Mitigation								
	Environmental Mitigation	3% of Line Cost			18,846,955		6,585,460	
System Elements								
1	Signaling (ATC)	km	845,654	32.50	27,482,762	16.00	13,530,465	
2	Communications (w/Fiber Optic Backbone)	km	699,413	32.50	22,730,932	16.00	11,190,612	
3	Wayside Protection System	km	67,144	32.50	2,182,169	16.00	1,074,299	
Electrification Items								
1	Traction Power Supply	km	432,365	32.50	14,051,849	16.00	6,917,833	
2	Traction Power Distribution	km	506,733	32.50	26,202,565	16.00	12,899,724	
Program Implementation Costs (PER SCREENING)								
	Program Implementation Costs	25.5% of Total Cost & Procurement			112,152,247		64,321,429	
Contingencies (PER SCREENING)								
	Contingencies	25% of Total Construction Cost			109,953,164		63,070,077	
Total Construction					361,565,162		219,648,667	
Total Construction and Right of Way (Includes Environmental Mitigation)					479,817,734		262,280,309	
Grand Total					681,918,165		379,581,864	

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:55 PM
To: Kris Livingston
Subject: FW: CENTRO MUNICIPAL DE FLAMENCO - CLASES GRATIS
Attachments: Gráfico1.pdf

From: Ayuntamiento de Almodóvar del Río [mailto:elmacareno@dolobores.net]
Sent: Wednesday, April 08, 2009 12:12 PM
To: HSR Comments
Subject: CENTRO MUNICIPAL DE FLAMENCO - CLASES GRATIS



Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:01 PM
To: Kris Livingston
Subject: FW: EIR/EIS from San Jose to Merced

From: Deborah Arant [mailto:debarant@gmail.com]
Sent: Monday, April 06, 2009 9:18 PM
To: HSR Comments
Subject: EIR/EIS from San Jose to Merced

April 5, 2009

Mr. Dan Leavitt, Deputy Director
ATTN: San Jose to Merced, California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814
Email: comments@hsr.ca.gov

Re: Comments for the Project Level Environmental Impact Report/Statement (EIR/EIS)
For the San Jose to Merced section of the proposed High-Speed Train system

My name is Deborah Arant and I am a resident of the Hanchett Residence Park, an Historic Conservation Area near Diridon Station. I would like to submit my comments and questions that I have been collecting about the EIR/EIS. I am requesting a written response to these questions would like your consideration of suggested mitigations.

1. In what specific way will the EIR/EIS address the impact of property removal via the process of eminent domain?
2. The response from the HSR authority to questions of EIR/EIS should be available in Spanish to address the neighbors who are not English speaking. It should be noted that residents within the boundaries of our neighborhood are diverse and should be given equal opportunity for involvement.
3. How will the EIR/EIS address the significance of the historic residential structures of our neighborhood? In what specific way will the effect of earth compaction, heavy equipment, and other construction be measured on the fragile foundations of the older homes? In what specific way will this damage be mitigated?
4. In what way is the EIR/EIS taking into account all current planning documents relevant to the Diridon Station Area? These documents include but are not limited to, The Diridon Strategic Plan, Midtown Specific Plan, Downtown Strategy 2000 Plan, and Baseball Stadium in the Diridon/Arena Area Environmental Impact Report.
5. How will noise levels be measured and mitigated? If the preferred alternative for locating HSR underground at Diridon

- Station is considered is there a noise impact resulting from the train exiting the tunnel at a high rate of speed? How loud is the train at 100 from the rail line?
6. San Jose City Department of Transportation has expressed preference for below grade HSR Station in the Diridon Station Area and I support a full range of options be studied for rail alignment to accommodate the many types of transportation that are being studied for the Diridon Station area/Downtown.
7. In what specific way will the High Speed Rail Authority mitigate the Historic Designation of the Diridon Station? How will the HSR add to the Diridon station in an historically significant way?
8. In what way will the EIR/EIS outline and address the impacts of soil removal, hazardous waste storage and disposal so as to not discourage traffic, and pedestrian/bicycle activity in and around the Diridon Station area? In what way will the HSR accommodate the existing bike and pedestrian access to the Diridon Station area?
9. In what way will the EIR/EIS address in greater detail the loss of wildlife habitat and species and needed vegetation to address green house gases, particularly in and around the Los Gatos Creek Trail and Guadalupe River Park and Gardens? What are the specific mitigations planned to accommodate the trails and wildlife habitats.
10. Will the lighting needed for security purposes of the High Speed Rail line impact the riparian habitat of the Los Gatos Creek Trail? If so what will be the mitigations required to offset the effects of illuminations on this critical habitat?
11. Where exactly is the proposed Staging Area for construction of the High Speed Rail Station in the Diridon Area?
12. What is the proposed transition route from Diridon to SJC airport that will minimize the number of transfers needed by alternative modes of transportation to provide ease of travel?
13. What materials will be used to construct the rail platforms and structural sound walls needed to accommodate the proposed above grade rail line? Exactly how high will they be and how far from the rail tracks?
14. For the area between Diridon Station and the San Jose/Santa Clara line, which is primarily a residential neighborhood on the west side of the train line, will you be limiting construction hours to 7 am to 7 pm, conforming to City of San Jose construction guidelines? If not, why not? If you authorize construction outside of these time limits, how will you mitigate the impact on nearby residents who are trying to sleep during the evening hours?
15. Will the impact of High Speed Rail add to the on-going San Jose City maintenance agreements for parkland and trail system in the Diridon Planning area and adjoining park system?
16. How can visual impact be considered moderate at both Diridon (destined to be high rises, per HST) and Morgan Hill and Gilroy (only 2-3 stories tall)? Is this a contradiction? Why exactly is Diridon area scheduled for high rise and Gilroy not?
17. Noise is measured 1000 feet from centerline of right away, what are the exact notification boundaries?
18. Does the EIR/EIS address the acknowledgement of native sites in and around the Guadalupe River Park and Gardens? What are the plans for such sites?
19. What impact will the construction of the above grade rail alignment have on shading in the riparian corridors and nearby neighborhood?
20. The intended plan of the City of San Jose is to expand the boundaries of the downtown core. Will the construction of an above grade rail alignment add to the isolation of existing downtown neighborhoods or compliment the Cities goal?

21. In what way will the above grade High Speed Rail berms impact water flow and drainage in and around the Diridon area?

I look forward to your response regarding the comments made the to EIR/EIS. I think that HSR is a wonderful thing for both the State and our city, especially if done well and with proper forethought.

Sincerely,

Deborah Arant

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:03 PM
To: Kris Livingston
Subject: FW: San Jose to Merced HST
Attachments: GGCParks&RecreationQuestGSJtoMercedHSR.doc; GGCHistoryQuestSJtoMercedHSR.doc; GGCSOilsQuestSJtoMercedHSR.doc; GGCAestheticsQuestSJtoMercedHSR.doc; GGCLandPlanningQuestSJtoMercedHSR.doc; GGCEnvironmentalJusticeQuestSJtoMercedHSR.doc; GGNoiseQuestSJtoMercedHSR.doc; GGCTitlePageSJtoMercedHSRScopingQuestions.doc; Dan Leavitt.doc

From: Harvey Darnell [mailto:harveydarnell@yahoo.com]
Sent: Monday, April 06, 2009 9:02 PM
To: HSR Comments
Cc: Harvey Darnell
Subject: San Jose to Merced HST

Attached is the electronic version of the submission of Scoping Questions from the City of San Jose, Strong Neighborhoods Initiative, Greater Gardner Coalition, Neighborhood Action Coalition. I have sent these to you electronically as a courtesy. The Hard Copy of the above documents were sent by US Mail to: Dan Leavitt-Deputy Director, Attn: San Jose to Merced HST Project EIR/EIS, California High Speed Rail Authority, 925 L Street, Suite 1425, Sacramento, CA 95814. If you open the files in the order: Dan Leavitt, Title Page, Noise, Environmental Justice, Land Planning, Aesthetics, Soils, History, Parks you will have the entire cover letter and scoping Question Document Submitted by the Greater Gardner Coalition. In Addition the Hard Copy Mailed to you will contain a 46 page Spanish Speaking Resident Petition addressing the omission of Spanish Language Outreach, Materials and Translation in the CHSRA project to date. Due to the time required to scan and large file size after scanning I elected to only provide those to you in the hard copy mailed to you.

Thank you for accepting our submission to you.

Harvey Darnell
Chairman Greater Gardner Coalition Neighborhood Action Coalition

3.16 Section 4(f) and 6(f) Resources (Public Parks and Recreation)

“Section 6(f) directs DOI to ensure that replacement lands of equal (monetary), location, and usefulness are provided as conditions to such conversions. Consequently, where such conversions of Section 6(f) lands are proposed for transportation projects, replacement lands must be provided.”

“California statutes similarly require replacement lands....a public agency that acquires public parkland for nonpark use must either pay compensation that is sufficient to acquire substantially equivalent substitute parkland or provide substitute parkland or comparable characteristics.” (Program Level EIR, pg. 3.16-2)

There are four existing parks through the Greater Gardner neighborhoods, one school with grounds used as a park and two proposed parks which could be impacted by the proposed HSR route through the Greater Gardner neighborhood. Please evaluate the possibility of replacing or expanding park area along Fuller Avenue in conjunction with an underground configuration. The lack of open space within the neighborhood is one of the challenges cited in the Greater Gardner Plan 2002 (revised 2007).

The park which will be most directly impacted by the proposed HSR route is Fuller Park which lies between Fuller Avenue and the existing Caltrain Tracks. After many years of work, this park has recently been completed at a cost of \$850,000. Immediately adjacent to the Caltrain ROW are large old growth evergreens that provide aesthetics, habitat (including Raptors), shade and some noise mitigation - an incredible sense of tranquility to a busy neighborhood. Please evaluate the varying impacts (in terms of property, noise, vibration, aesthetics and usability) on the park which would result from a train alignment in each these 5 alignments: at grade, elevated, in a trench or underground, and bypassing the Greater Gardner neighborhoods, including loss of use of park during construction. If Fuller Park or parts of it are lost to provide a path for the HSR, what compensation to the neighborhood will be provided since there is not comparable open space available within the neighborhood? If removal of trees becomes necessary, what form of mitigation will be offered for all impacts? If there is no comparable open space on which to create a replacement park, does this become an issue of Environmental Justice? If parts of Fuller Park are lost to the HSR path, please list all measures possible to create beautification for a possible sound wall and remaining parts of the park. What will be the time frame for creating these measures and how will the community be notified and involved? What will be the appeals process?

Biebrach Park is the largest and most heavily used neighborhood park. Significant recent improvements including new community center, rebuilt pool, fencing, childrens play area, bathrooms etc. cost upwards of \$8 million. It is within one block north of the current Caltrain track. It includes a heavily used community center, soccer field and swimming pool, and tot lot. Taking into account the unstable soils in the neighborhood as documented in the Greater Gardner Plan 2002 (rev 2007), please evaluate especially with regards to noise, vibrations, and usability the varying impacts on the park and swimming

pool which would result from a train alignment in each of these five alignments: at grade, elevated, in a trench or underground, or bypassing the Greater Gardner neighborhoods, including loss of use during construction. Please list all measures possible to mitigate the impacts for the five scenarios. Please also evaluate this in terms of environmental justice issues.

Gregory Tot Lot is located in the far west corner of Gregory Plaza between Gregory Street and the I-280 sound wall. This park is heavily used and severely impacted by freeway noise. Please evaluate especially with regards to noise and vibrations, the varying impacts on the park which would result from a train alignment in each of these five scenarios: at grade, elevated, in a trench or underground, and bypassing Greater Gardner neighborhoods. Please list all measures possible to mitigate the impacts for the five scenarios. Please also evaluate this in terms of environmental justice issues.

Hummingbird is located on the corner of Fisk and Bird. This park is heavily used. Please evaluate especially with regards to noise and vibrations, the varying impacts on the park which would result from a train alignment in each of these five scenarios: at grade, elevated, in a trench or underground, and bypassing Greater Gardner neighborhoods. Please list all measures possible to mitigate the impacts for the five scenarios. Please also evaluate this in terms of environmental justice issues.

Gardner Academy playing fields are heavily used by a children's neighborhood soccer league and baseball league. Please evaluate especially with regards to noise and vibrations, the varying impacts on the park which would result from a train alignment in each of these five scenarios: at grade, elevated, in a trench or underground, and bypassing Greater Gardner neighborhood. Please list all measures possible to mitigate the impacts for the five scenarios. Please also evaluate this in terms of environmental justice issues.

There is also an area within the Greater Gardner Neighborhoods on which neighbors wish to build a park either for dog walking or a community garden: a city owned parcel which runs along the railroad tracks between Harrison Street and Bird Avenue. This was first identified in the Greater Gardner Plan of 2002 and reconfirmed in the 2007 revision. If this parcel is needed by the HSR, please list all possible measures which could be taken to mitigate the loss of open space on the neighborhood.

Finally, there is a parcel of land owned by the Joint Powers Authority between West Virginia and Harrison Streets along the railroad track. This area has been used as a BMX bike track by neighborhood children and viewed as a possible site for a community garden. If this parcel is needed by the HSR, please list all possible measures which could be taken to mitigate the loss of open space on the neighborhood.

In the Program-Level EIR, the only evaluative criteria used to assess impacts on parks was distance from the proposed HSR train tracks. In the project-level EIR, please also assess impact on parks in regards to noise and vibration, aesthetics and environmental justice issues. In the Greater Gardner Community, *"portions of the neighborhood have*

GGC NAC HST SF to Merced Public Parks and Recreation Scoping Questions

been built in swamp fill...(leading to) instability.” (Greater Gardner Neighborhoods Improvement Plan, p19). Please investigate the increased vibrations resulting from the unstable quality of the soils with soil studies specific to the Greater Gardner Area.

How will the community be informed about HSR plans impacting each of these 7 parkland areas? In what languages?

Who will be the public officials with whom the HSRA will consult (pg. 3.16-21) in order to obtain concurrence about HSRA plans for the parklands in Greater Gardner? Will this include Board Members from the Greater Gardner NAC? If not, why not? Will this include the 2 city Council members for Greater Gardner? If not, why not?

Section 3.16 Cultural Resources

Prehistoric Archeological Resources: Native American sites.

1. The Tamien triblet of the Ohlones resided throughout this area. A significant Native American burial site was discovered during construction of the Hwy 87 freeway. Located on the east side of Tamien Station, a partial archeological excavation was made at the time of the freeway and LRT construction. The full extent of the burial site is not known.

- a. How will CHSRA protect this site?
- b. How will construction workers and equipment operators be trained to recognize when the known site has been discovered?
- c. How will they identify additional portions of the site?
- d. How will construction schedules be designed so qualified archeological anthropologist may examine and document the materials?
- e. How much time will be set aside to document any new findings? How will the duration be determined?
- f. Will trained Native American representatives of the Ohlone tribe be on hand throughout earth movement activities in this area? If not, how will they participate in the process?

2. The Willow Street crossing of the Guadalupe River was identified by the writings of the earliest Spaniards as a significant Native American crossing of the Guadalupe River. Lands near this crossing have a high possibility of Native American artifacts or additional burial sites.

- a. How will construction workers and equipment operators be trained to recognize when a site has been discovered?
- b. How will construction schedules be designed so qualified archeological anthropologist may examine and document the materials?
- c. How much time will be set aside to document any new findings? How will the duration be determined?
- d. Will trained Native American representatives of the Ohlone tribe be on hand throughout earth movement activities in this area? If not, how will they participate in the process?

3. The Guadalupe River forms the eastern boundary of the Greater Gardner Coalition (GGC) Neighborhoods. Earliest maps and research papers analyzing early Spanish writings suggest that land generally to the east of Delmas Avenue was a maze of rivulets, islands, willow stands, and swamps. Historic Spanish writings describe the area as abundant in wildlife. Native American sites are a possibility through this area.

- a. How will construction workers and equipment operators be trained to recognize when a site has been discovered?
- b. How will construction schedules be designed so qualified archeological anthropologist may examine and document the materials?
- c. How much time will be set aside to document any new findings? How will the duration be determined?
- d. Will trained Native American representatives of the Ohlone tribe be on hand throughout earth movement activities in this area? If not, how will they participate in the process?

Pre-historic Archeological Resources: Mammoths.

1. Bones of a pre-historic mammoth have been found in the stream bed of the Guadalupe River north of San Jose airport. The area between roughly Delmas Avenue and the current Guadalupe River channel was the historic trace of the the Guadalupe River, which was a year-round river fed by springs at the time of Spanish discovery. Given the prior discovery, there is the possibility of finding similar remains in this area.
 - a. How will construction workers and equipment operators be trained to recognize when prehistoric animal remains been discovered?
 - b. How will construction schedules be designed so qualified archeological paleontologist may examine and document the materials?
 - c. How much time will be set aside to document any new findings? How will the duration be determined?
 - d. Which agency or organization will evaluate the materials for significance?

Historic Archeological Resources: Chinese camps.

1. The Greater Gardner Coalition (GGC) Neighborhoods straddle City of San Jose's Pueblo Lands and Rancho San Juan Bautista. During the Early American period, these lands were acquired by a few settlers, cleared of Willow trees and farmed. Historic State agricultural reports and newspaper articles describe the hops plantings and the initiation of the silk industry on these lands. A silk factory was located between Fuller and Riverside Avenues. Many workers were required for the silk industry and Chinese workers were preferred. State agricultural reports suggest that the crews lived on the lands, rather than commuting from San Jose's Chinatowns. In the 1870s the silk industry collapsed and the properties reverted to the Odd Fellows Savings Bank of San Francisco. Some Chinese workers stayed to work on local farms and operate a Chinese Laundry on Willow Street. Census records suggest there were many Chinese households within the area, with at least one man taking the last name of Coe; Coe was a major property owner who lost property with the silk industry collapse. Based on these various records, some believe there may be relics from a large 1870s Chinese camp in the GGC neighborhoods.
 - a. How will construction workers and equipment operators be trained to recognize when a site has been discovered?
 - b. How will construction schedules be designed so qualified archeological anthropologist may examine and document the materials?
 - c. How much time will be set aside to document any new findings? How will the duration be determined?
 - d. Which agency or organization will be responsible for determining whether artifacts are significant prior to further disturbing the location?

Cultural Resources: Historic Buildings

1. The San Jose Redevelopment Agency Strong Neighborhood Initiative Greater Gardner Strategic Plan 2002, revised 2007 used a community process, approved by the City Council of San Jose, and identified goals for the GGC Neighborhoods. Among the top ten goals, Goal 5 identified preservation of the historic properties and GGC's historic context as critical to improving the blighted conditions within the neighborhoods. One component of the goal is a plan to conduct a historic survey in preparation for creating a possible historic conservation

district. Within a historic conservation district, individual properties may not qualify for State or National register, but are contributing structures to the context of the conservation area.

The GGC Neighborhoods were a unified neighborhood until sliced by the Southern Pacific ROW, completed in 1936. Most homes in the neighborhood were constructed between 1880 and 1930 with architecture representative of each decade.

- a.. How will CHSRA coordinate with City of San Jose the identification and evaluation of historic properties within the Greater Gardner and the nexus of the High Speed Rail right of way?
- b. How will historic evaluators be selected?
- c. Will consultants with knowledge of the unique history of San Jose, GGC neighborhoods, and local historic resources receive hiring preference over those without this knowledge or resources?
- d. What metrics will the CHSRA use to determine the level of environmental significance of properties that are identified as qualified for the City of San Jose's historic inventory but not for the Federal or State registers?
- e. What distance from the ROW will be used to consider historic buildings? How was this distance selected?
- f. If a structure is identified as qualified for the State or National register, what range of mitigations for loss or damage will be offered? What agency will determine the mitigation? What appeal process will be available?
- g . If a structure is identified as eligible for the city's historic inventory or as a candidate for city landmark status, what range of mitigations for loss or damage will be offered? What agency will determine the mitigation? What appeal process will be available?
- h. If a structure is identified as important for maintaining the context of the a conservation district, but not individually important, i.e. a contributing structure, what range of mitigations will be offered? What agency will determine the mitigation? What appeal process will be available?

2. Historic homes in the GGC Neighborhoods were primarily built prior to 1930. Most walls are constructed of plaster and lath. Many have stucco exteriors. Dimensions of windows and doors are not the same as contemporary construction. Woodwork was custom milled by artisans and craftsmen. Some have feature windows or leaded glass. Considering the possible impacts of construction (e.g. pile driving, vibration of equipment, etc.) on these historic homes:

- a. what distance from the HSR ROW will qualify for mitigations/repairs?
- b. what mitigation repairs will be offered to homes within the nexus of the ROW?
- c. Will damage to foundations, stucco, and plaster and lath walls be covered?
- d. Will the mitigations offered vary according to the age, the historic category?
- e. Will mitigation repairs be with custom made and like materials, or will property owners be required to accept modern replacements, e.g.. dry wall, new window or door dimensions, plain (not feature) window panes, or manufactured trim?
- f. What levels of proof will be required of property owners?
- g. What agency will make the determination?
- h. What appeal process will be available?

3. Considering the long-term effects of the operation of HST, e.g. vibration, noise, etc.
 - a. What distance from the HSR ROW will qualify for mitigations/repairs?
 - b. what mitigation repairs will be offered to homes within the nexus of the ROW?
 - c. Will damage to foundations, stucco, and plaster and lath walls be covered?
 - d. Will the mitigations offered vary according to the age, the historic category?
 - e. Will mitigation repairs be with custom made and like materials, or will property owners be required to accept modern replacements, e.g.. dry wall, new window or door dimensions, plain (not feature) window panes, or manufactured trim?
 - f. What levels of proof will be required of property owners?
 - g. What agency will make the determination?
 - h. What appeal process will be available?
4. Considering the noise of the HST operation:
 - a. Within what distance from the HSR ROW will properties qualify for mitigations?
 - b. What appeal process is available for those beyond those distances?
 - c. What types of sound-proofing will be offered so that historic homes will maintain their historic integrity?
 - d. Will the types of sound-proofing vary according to whether the structure is eligible for the National or State registers, City Landmark, City Historic inventory, or contributing structure?
 - e. What metrics will be used to determine whether the impacts will constitute a “taking”?
5. If a home built before W.W.II is identified as in the path of the new ROW:
 - a. What structure relocation options will be offered?
 - b. How will those options contribute to the GGC Strategic Goal #5 to maintain and preserve the historic context of the neighborhood?
 - c. How will the relocation options vary based on the age of the property, structural design, and whether it qualifies for the National or State register, City landmark status, City historic inventory or contributing structure to a future conservation district.
 - d. If the property owner declines to relocate the structure, what actions will CHSRA take to ensure that the historic structural resource is not lost to the Greater Gardner Neighborhoods and the City of San Jose at large?
- 6.. Considering that a portion of the GGC neighborhoods have been identified at risk of blighted conditions,
 - a. To what extent will the impacts of the High Speed Rail increase the risk of blight?
 - b. How will increased risk of blight place the historic properties at greater risk?
 - c. What metrics will be used to identify this level of risk and its environmental significance?
 - d. How was this metric selected?

Cultural Resources: Historic Structures and Features

The SPRR grade separators were constructed between 1934 and 1936. The structures were distinctive and representative of industrial architectural of the time period. Each contained a SPRR medallion. They provide a historic context to the ROW which bifurcated the GGC Neighborhoods.

1. The grade separator at Delmas Avenue within GGC neighborhoods retains the original 1934-36 architecture and Southern Pacific RR medallions.
 - a. How will the CHSRA work to retain design features of this structure?
 - b. If the overpass must be replaced, will CHSRA use a design that is reminiscent of the original? If not, why not? If a modern design is installed, how will the modern design contribute to the historic context of the neighborhood?
 - c. How will the Southern Pacific medallions be removed, protected, and stored during construction?
 - d. Will the SPRR medallions be re-installed on the grade separators? If not replaced, why not?
 - e. If not reinstalled, what mitigation will be offered for the loss of this beloved historic resource and its context?
2. Several of the grade separators south of Diridon Station have the original Southern Pacific RR medallions.
 - a. Will these medallions be re-installed on the grade separators?
 - b. How will these SPRR medallions be removed, protected, and stored during construction?
 - c. If these medallions will not be reinstalled, why not?
 - d. If they are not reinstalled, what mitigations will be offered for the loss of these beloved historic resources?

Bibliography

<http://www.strongneighborhoods.org/GreaterGardner06.asp>

http://www.strongneighborhoods.org/Plans_06/GreaterGardnerNeighborhoodImprovementPlanAmendment.pdf

Communication Hill EIR, City of San Jose

Lowell, John Bean, The Ohlone Past and Present, Native Americans of the San Francisco Bay Region, (1994).

San Jose Historic Inventory

http://www.sanjoseca.gov/planning/historic/pdf/Historic_Resources_Inventory.pdf

3.13 Geology and Soils

(pg 3.13-19) San Jose to Central Valley Corridor

The Pacheco alignment is located in areas of potentially strong ground motion, and to a lesser extent, areas potentially subject to liquefaction and/or other types of seismically induced ground failure (Figures 3.13-2 and 3.13-3).

Greater Gardner Expansive Soils: Greater Gardner residents are concerned about property damage as a result of High Speed Rail construction or operations, that occur as a result of the “expansive soils” problems that are well known to the area. Many residents have needed to rebuild their foundations multiple times in the past, and others have been denied the ability to refinance their property, or obtain home equity loans (from World Savings in at least one case), specifically due to the soils and appraisal issues thereof.

From City of San Jose Strong Neighborhoods Initiative Greater Gardner Jan 2002
(original plan) ²

Soils Conditions - Expansive soils underlie large areas of the neighborhood. Effects on the public right-of-way include buckling streets and sidewalks and damaged sewers. (pg 10)

The neighborhood is located atop a former wetland, and pervasive unstable soils affect the stability of structures and paving throughout the area. In addition, the area was once an orchard, and farmers pumped groundwater heavily from the aquifer below; subsidence has been reduced by Santa Clara Valley Water District groundwater recharge policies. (pg 7)

Though Greater Gardner has strong neighborhood fundamentals, a number of factors detract from the quality of life. Most notably, unstable soils cause damage to streets, sidewalks, and homes. Houses with severely cracked foundations, and streets with dips, bumps and cracks, are visible throughout many areas of the neighborhood, negatively affecting property values. (pg 3)

Property damage to Greater Gardner structures from **train operations** as a result of soil conditions.

1. Please elucidate the impacts to Greater Gardner residents, and the Greater Gardner Neighborhood Coalition/City of San Jose (for the public structures) in event of the following types of damage instigated by the high speed rail vibrations as a result of soils issues during ongoing train operations:
 - a. Cracked Foundations
 - b. Construction damage – frame – doorjams and windows
 - c. External Stucco Damage
 - d. Damage to internal lath and plaster, or drywall and ceiling

GGC NAC HST SF to Merced Geology and Soils Scoping Questions

- e. Pipe Damage
 - f. Property Damage Inside the Home as a result of shaking
 - g. Sidewalks, curbs, gutters, sewers, roads and other public infrastructure
 - h. Community centers, schools, pools, and other public buildings
 - i. Places of worship
2. For the types of damage from (1) above, please outline the mitigations for structures at the following locations as they pertain to the HST alignments (or any other proposed alignment) including alternatives that bypass Greater Gardner Neighborhoods, and explain whether there will be a mediation or appeals process? What level of proof will be property owners be required to present?
- a. Immediately facing tracks: 350-600 block Fuller
 - b. Immediately facing tracks: Fuller ave park
 - c. Backyard facing tracks 300-500 block Jerome (even numbers)
 - d. One parcel away from tracks, 300-600 block Hull odd and Jerome 300-600 odd
 - e. Biebrach park
 - f. 3 blks from tracks: W Virginia (east of Bird) and Atlanta Ave.
 - g. Harrison St- 600 blk immediately adjacent to tracks
 - h. Harrison St- 700 blk 2 blocks from tracks
 - i. W. Virginia and Drake Street
 - j. Gregory Plaza Tot Lot and Fuller Los Gatos Creek Bridge

Property damage to Greater Gardner structures from **train construction** as a result of soil conditions.

Train construction vibration damage can be even more significant than ongoing operations due to pile drivers, large (overweight) trucks present in the neighborhood, etc.

1. Please elucidate the impacts to Greater Gardner residents, and the Greater Gardner Neighborhood Coalition/City of San Jose (for the public structures) in event of the following types of damage instigated by the high speed rail vibrations as a result of soils issues during train construction:
- a. Cracked Foundations
 - b. Construction damage – frame – doorjams and windows
 - c. External Stucco Damage
 - d. Damage to internal lath and plaster, or drywall and ceiling
 - e. Pipe Damage
 - f. Property Damage Inside the Home as a result of shaking
 - g. Sidewalks, curbs, gutters, sewers, roads and other public infrastructure
 - h. Community centers, schools, pools, and other public buildings
 - i. Places of worship

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2. For the types of damage from (1) above, please outline the mitigations for structures at the following locations as they pertain to the HST alignments (or any other proposed alignment), including alternatives that bypass Greater Gardner Neighborhoods, and explain whether there will be an appeals process? What level of proof will be property owners be required to present? Because damage from construction is expected to be more significant, how will mitigations be correspondingly more significant?
 - a. Immediately facing tracks: 350-600 block Fuller
 - b. Immediately facing tracks: Fuller Park
 - c. Backyard facing tracks 300-500 block Jerome (even numbers)
 - d. One parcel away from tracks, 300-600 block Hull odd and Jerome 300-600 odd
 - e. Biebrach Park- community center, pool and playlot
 - f. 3 blks from tracks: W Virginia (east of Bird) and Atlanta Ave.
 - g. Harrison St- 600 blk immediately adjacent to tracks
 - h. Harrison St- 700 blk 2 blocks from tracks
 - i. W. Virginia and Drake Street
 - j. Gregory Plaza Tot Lot and Fuller Los Gatos Creek Bridge
 - k. Hummingbird Park
 - l. Word of Faith Church – immediately adjacent to tracks

Liquefaction

The soil condition of Liquefaction is technically different from the issue of expansive soils, above- although the impacts of each can be similar.

According to the State of California map of Seismic Hazard Zones, “San Jose West Quadrangle”, official map released Feb. 7, 2002, the Greater Gardner area of San Jose is indicated as:

An area where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693c would be required. Note that Greater Gardner area represents the highest designation for liquefaction according to the State of California official map.

ABAG Association of Bay Area Governments designation of Greater Gardner Neighborhood:

- Liquefaction Index : Liquefaction Susceptability Highest Hazard
- Shaking Index: VIII Very Strong

Source: gis.abag.ca.gov

Property damage to Greater Gardner structures from train operations or construction as a result of liquefaction:

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1. Please elucidate the impacts to Greater Gardner residents, and the Greater Gardner Neighborhood Coalition/City of San Jose (for the public structures) in event of the following types of damage instigated by the high speed rail vibrations as a result of liquefaction during ongoing train operations:
 - a. Cracked Foundations
 - b. Construction damage – frame – doorjams and windows
 - c. External Stucco Damage
 - d. Damage to internal lath and plaster, or drywall and ceiling
 - e. Pipe Damage
 - f. Property Damage Inside the Home as a result of shaking
 - g. Sidewalks, curbs, gutters, sewers, roads and other public infrastructure
 - h. Community centers, schools, pools, and other public buildings
2. For the types of damage from (1) above, please outline the mitigations for structures at the following locations as they pertain to the HST alignments (or any other proposed alignment), including alternatives that bypass Greater Gardner Neighborhoods, and explain whether there will be an appeals process? What level of proof will be property owners be required to present?
 - a. Immediately facing tracks: 350-600 block Fuller
 - b. Immediately facing tracks: Fuller ave park
 - c. Backyard facing tracks 300-500 block Jerome (even numbers)
 - d. One parcel away from tracks, 300-600 block Hull odd and Jerome 300-600 odd
 - e. Biebrach park
 - f. 3 blks from tracks: W Virginia (east of Bird) and Atlanta Ave.
 - g. Harrison St- 600 blk immediately adjacent to tracks
 - h. Harrison St- 700 blk 2 blocks from tracks
 - i. W. Virginia and Drake Street
 - j. Gregory Plaza Tot Lot and Fuller Los Gatos Creek Bridge
 - k. Hummingbird Park
 - l. Word of Faith Church – immediately facing tracks

Earthquakes: Existing faults and previously unknown faults

The Greater Gardner area of San Jose is buttressed by numerous earthquake faults. The San Andreas, Hayward, Calaveras and their branch faults. Additionally it appears that new San Jose faults are discovered often, i.e.

On March 30, 2009 an earthquake in San Jose uncovered a new fault, 16 miles east of the downtown San Jose (which is very close to Greater Gardner neighborhood in Seismic terms), probably a branch off of the San Andreas fault. See “Magnitude 4.3 earthquake hits South Bay; new Fault Discovered” San Jose Mercury News 3-30-2009 for details.

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During the 1989 Loma Prieta Earthquake the Greater Gardner Neighborhoods sustained significant structural damage. This included foundation and total building failure which required the demolition and rebuilding of many homes.

1. Regarding earthquakes, how would any impacts vary with different vertical track alignments, on either the Caltrain ROW or any other potential track alignments through Greater Gardner? Which vertical track alignments can reduce potential damage impacts for the Greater Gardner neighborhood in the event of a forceful quake from any nearby fault?
2. Would the existence of an elevated structure through the center of Greater Gardner where the Caltrain tracks are now create the possibility of a “Cypress structure effect” *within* the Greater Gardner neighborhoods in the event of a powerful earthquake? The Cypress structure was an elevated freeway built on somewhat unstable soils that collapsed in the Loma Prieta earthquake killing many people in 1989. Would this possibility exist with any other route alignments and/or vertical track alignments that are being considered for HSR?
3. Please elucidate the effects of a major earthquake on the High Speed Rail infrastructure you intend to install in the Greater Gardner Neighborhood, given the soils conditions, should a high magnitude quake (Loma Prieta or Northridge scale) occur on one of the following closeby faults, for every potential vertical track alignment or potential route choice through Greater Gardner.
 - a. Calaveras
 - b. Calaveras branch (the new one, above)
 - c. Hayward
 - d. San Andreas
 - e. Any other faults in the area
4. For the analysis conducted for (3) above (major earthquake, various faults, various alignments for HSR), including alignments that avoid Greater Gardner neighborhoods, please outline the impacts and/or any mitigations for property damage to the following locations within Greater Gardner:
 - a. Immediately facing tracks: 350-600 block Fuller
 - b. Immediately facing tracks: Fuller ave park
 - c. Backyard facing tracks 300-500 block Jerome (even numbers)
 - d. One parcel away from tracks, 300-600 block Hull odd and Jerome 300-600 odd
 - e. Biebrach park
 - f. 3 blks from tracks: W Virginia (east of Bird) and Atlanta Ave.
 - g. Harrison St- 600 blk immediately adjacent to tracks
 - h. Harrison St- 700 blk 2 blocks from tracks
 - i. W. Virginia and Drake Street
 - j. Gregory Plaza Tot Lot and Fuller Los Gatos Creek Bridge
 - k. Hummingbird Park
 - l. Word of Faith Church – immediately adjacent to tracks

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¹City of San Jose Strong Neighborhoods Initiative, Greater Gardner, Nov 2007 Greater Gardner Neighborhood Improvement Plan Amendment

²City of San Jose Strong Neighborhoods Initiative Greater Gardner Jan 2002 (original plan)

3.9 Aesthetics and Visual Resources

(pg 3.9-19) San Jose to Central Valley Corridor

The following paragraph refers to the Greater Gardner section of San Jose (small urban neighborhood),

The line would run on an elevated structure up to 45 ft (13.7 m) tall until it crosses I-280, where it would descend to a retained fill section alongside the existing UPRR and Caltrain's Gilroy service. It would pass through a traditional small urban neighborhood before passing over SR 87 and ascending to an aerial alignment past the Tamien station. The retained fill and aerial sections would be a low visual impact on the surrounding landscape, creating shadow impacts on residential areas immediately adjacent to the right-of-way.

1. How would visual impacts vary with different vertical track alignments, on either the Caltrain ROW or any other potential track alignments through Greater Gardner? Which vertical track alignments can reduce visual impacts for the Greater Gardner neighborhood- taking into account the visual impacts of the "catenary" electrified system and associated retaining walls, which could potentially be 20 feet above grade even in the retained fill areas (not to mention the aerial entrance points into Gardner)?
2. Considering that Greater Gardner is a small regional area with 2 elevated structures entering the neighborhood (87 and 280 overpass) - and adding the catenary system to the included impact, please elaborate as to why this would be considered a low visual impact. A tall elevated structure on most of the route through Greater Gardner would appear to be a high visual impact.
3. Please provide detail for visibility of the structure from homes, parks and schools in the Gardner neighborhood, for any potential routes through Greater Gardner. Will the overhead structure including catenary system be visible from,
 - a. Biebrach Park
 - b. Gardner School
 - c. Gardner Community Center
 - d. 1.5 blocks from tracks- Hull and W Virginia
 - e. 2.5 blocks from tracks- Atlanta/Riverside and Brown
 - f. Coe Street
 - g. Willow Street

Neighborhood Lighting: *From City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan² #23, "Improve Neighborhood Lighting", An evaluation of neighborhood lighting levels occurred in Greater Gardner neighborhood coordinated with residents and the City of San Jose Dept of Public Works.*

1. After any HSR implementations, will the neighborhood lighting evaluation be rendered obsolete and if so, what is the mitigation plan?
 - a. When will the assessment occur as to Greater Gardner lighting levels? Will this occur during the construction process and if not, does that mean Greater Gardner neighborhood may potentially have inappropriate lighting during the entire multi year construction process? Is there a mitigation plan for Greater Gardner neighborhood and residents in the event of inappropriate lighting levels for an extended period of time? Is there an appeals process?
 - b. Since neighborhood lighting levels will likely fluctuate during any HSR construction process and upon final implementation of the train schedule, will CHSRA assess lighting levels in Greater Gardner at multiple times/frequencies during the period? Will Greater Gardner neighborhood be compensated in some way for each necessary lighting manipulation? Who determines when a lighting assessment needs to occur?
 - c. In the event that CHSRA decides to conduct neighborhood lighting assessments themselves as mitigation, will the City of San Jose dept of public works be involved, as was the case in the first survey?
 - d. For any residents whose homes are located at or near the construction zone, if excessive lighting is required, Is there a mitigation plan for residents that need to acquire new black out curtains, etc? Who decides if this is necessary and is there an appeals process?
2. What will be the impacts of the headlights of the high speed trains after dark? Will they sweep residents windows along the S-curves in the Greater Gardner Neighborhood, or any windows close to the track if the right of way is expanded? What is the mitigation plan to prevent light pollution to those residents?
3. What is mitigation for light pollution for Lick Observatory?

(pg 3.9-21) Historic Buildings. Neighborhoods, Landscapes

There is no mention of the Greater Gardner neighborhood in the Aesthetics and Visual Resources chapter (although there is some discussion of Diridon station). The current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #3 (Distinguish Greater Gardner with Gateways and Streetscape Improvements), #5 (Vintage Housing Preservation) and City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan² #6 (W Virginia Streetscape), #7 (Delmas Streetscape), #15 (Create Neighborhood Gateways), #16 (Improve Willow Street Properties and Landscape) are all current City of San Jose NAC initiatives that address the Aesthetics and of the Greater Gardner Neighborhood.

1. Streetscapes- Lighting: Greater Gardner has implemented the following pedestrian scale lighting as an implementation of the Streetscape initiatives,

above. How will the lighting provided by High Speed Rail impact the streetscape lighting for each of the areas listed below? Will there be a mitigation plan for Greater Gardner in the event that streetscape lighting is rendered ineffective, due to the overhang of the train lighting? Will CHSRA work with DOT or SJDPW on these mitigations? Please include analysis for any route considered through Greater Gardner as well as the Caltrain route.

- a. Pedestrian Scale streetlights – Gregory Plaza trailhead #3b addendum
- b. Pedestrian Scale streetlights – W Virginia/Gregory Plaza double acorn lights #3a addendum
- c. Pedestrian Scale streetlights – Fuller Park (note that this park is immediately adjacent to Caltrain ROW) #3d addendum
- d. W Virginia Streetscape – Lighting #6e
- e. Delmas Streetscape – Lighting #7e
- f. LRT drop off area – Lighting #13d

2. Streetscapes- Gateways: Greater Gardner has implemented the following neighborhood gateways as an implementation of the Streetscape initiatives, above. How will the lighting and imposing structures provided by High Speed Rail impact the streetscape gateways for each of the areas listed below? Will there be a mitigation plan for Greater Gardner in the event that gateways are rendered ineffective, because the train impedes the scenery/neighborhood feel? Please include analysis for any route considered through Greater Gardner as well as the Caltrain route.

- a. Gateway at Bird at W Virginia Street *, East towards Gregory Plaza #3a addendum
- b. Gateway at Bird at W Virginia Street * West towards Biebrach park #3a addendum
- c. Willow Street at Delmas * #16c
- d. Willow Street at Bird * #16c

* Selected Neighborhood Improvements Map, pg 18, City of San Jose Strong Neighborhoods Initiative Greater Gardner ²

3. Vintage Housing and Neighborhood: The current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #5c Ensure that architecture for proposed new projects remains consistent with neighborhood character tries to maintain the vintage feel of the neighborhood of late 1800s and early 1900s homes in Greater Gardner. What are the impacts to this initiative, and all the work previously undertaken, of High Speed Rail various track alignments, on all proposed routes through Greater Gardner?
 - a. Is there any way that High Speed Rail can be implemented as consistent with character of Greater Gardner? If so, how so for each track alignment and potential route (3d visualization technology would be nice here)?

- Will CHSRA follow the same criteria for design guidelines set forth by Greater Gardner NAC?
- b. If High Speed Rail cannot be implemented in a consistent manner with Greater Gardner character, what is the mitigation plan for the Gardner Neighborhood, and is there an appeals process?
 - c. If High Speed Rail cannot be implemented in a consistent manner with Greater Gardner character, what is the mitigation plan for Greater Gardner homeowners, assuming the neighborhood character declines as a result of HSR?
 - d. What about fencing and other related impacts and their implementation (apart from the main structure, catenaries etc), can those be implemented as consistent with character of Greater Gardner? If so, how so for each track alignment and potential route (3d visualization technology would be nice here)? Will CHSRA follow the same criteria for design guidelines set forth by Greater Gardner NAC?
 - e. If High Speed Rail fencing and related impacts cannot be implemented in a consistent manner with Greater Gardner character, what is the mitigation plan for the Gardner Neighborhood, and is there an appeals process?
4. Vintage Housing and Neighborhood, Existing Grade Separations: The current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #5c Ensure that architecture for proposed new projects remains consistent with neighborhood character tries to maintain the vintage feel of the neighborhood with the heritage grade separations through Greater Gardner. What are the impacts to this initiative, and all the work previously undertaken, of High Speed Rail various track alignments, on all proposed routes through Greater Gardner?
- a. Greater Gardner currently features historically accurate 1930s grade separations for Caltrain which add to the historic feel of the community. How will HSR impact these historic structures and their place in the neighborhood? Will they need to be removed to make way for new HSR grade separations and if so, will the new grade separations degrade the historic feel of Gardner that was there before? In the event this happens what is the mitigation plan?
 - b. Will CHSRA accept responsibility for moving existing grade separations to another location within the Greater Gardner?
 - c. Will there be an architectural historian on site during the construction process to ensure these structures are not damaged by vibration etc?
5. Overall Aesthetics: Evaluate the change in visual context for Greater Gardner historic neighborhood even if the buildings are not moved or directly impacted- from the widened tracks, retaining/sound walls and catenary poles for each possible track alignment and possible route within Greater Gardner.

- a. Industrial Feel: Will Greater Gardner likely develop an “industrial feel” to the neighborhood after HSR tracks are installed, irrespective of design of associated structures and trains themselves?
 - b. What metric will you use to evaluate any industrial feel to the neighborhood and any mitigations?
 - c. Fencing and other visual impacts: Address the visual impacts of components of the project other than the rail lines, trains, and catenaries, including any proposed safety fencing or walls for all possible alignments and routes through Greater Gardner.
6. Trees and Landscaping, Public- Street Trees: From City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan² pg 32: *One of the neighborhood's most attractive visual assets is its collection of **mature street trees**. **Street trees not only improve the appearance of streets, they also establish a neighborhood character, add to property values and reduce summer temperatures. Because Greater Gardner is an older neighborhood, most streets have a planting strip between the sidewalk and the curb.***
- a. What is the impact of any possible alignments, and any possible route for HSR through Greater Gardner neighborhood on any associated street trees?
 - b. Will the City of San Jose Arborist be consulted on pruning and/or removal/relocation of any street trees?
 - c. In the event that any street trees near any potential HSR tracks through Greater Gardner need to be pruned as a part of HSR implementation, will CHSRA work with San Jose Dept of transportation on appropriate pruning? Is there a mitigation policy against value of loss for Greater Gardner neighborhood in the event of tree damage during pruning of this type? Is there an appeals process?
 - d. In the event that any street trees near any potential HSR tracks through Greater Gardner need to be removed as a part of HSR implementation, will CHSRA work with San Jose Dept of transportation regarding removal? Is there a mitigation policy against value of loss for Greater Gardner neighborhood in the event that trees need to be removed? Is relocation an option for any trees slated for removal and if so, will CHSRA pay for costs of tree relocation? Is there an appeals process against any mitigation plans for tree removal/relocation?
7. Trees and Landscaping, Private Property – Permits: The city of San Jose features a permit process for removal of any tree on private property that has a trunk circumference of 56” or greater. Assuming the various track alignments, and any potential routes through Greater Gardner will feature obtainment of private land, what is the strategy for trees that fit this description?

- a. Will HSR file any “live tree removal application” forms with the City of San Jose?
 - b. Will any public hearings be held regarding removal of any living trees residing on private property as stipulated in the City of San Jose’s tree ordinances?
 - c. Will the City Arborist be consulted for removal of any private property trees?
 - d. In the event some trees can be relocated, is there a mitigation plan for Greater Gardner to cover the cost of tree relocation and/or any damage during the relocation process?
 - e. Will homeowners receive compensation for any removal of private property trees? Who will assess the loss value? Is there a mitigation plan for removal of private property trees as a result of HSR and if so, is there an appeals process?
8. Trees and Landscaping – Fuller Park: The following are the components of Fuller Park, identified in the City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan² pg 37 “Fuller Plaza Improvement”.
- a. Native Grasses
 - b. Low Groundcover
 - c. Flowering Plants – removal, pruning or relocation
 - d. Decomposed Granite walking path
 - e. Trees against current Caltrain ROW embankment – removal, pruning or relocation
 - f. Frontage shade trees along entrance to park – removal, pruning or relocation
 - g. Fencing
- Please provide details on any impacts to Fuller Park/Plaza related to all track alignments and potential routes through Greater Gardner, according to the visual on page 37. Will any of these need to be removed or altered if HSR is implemented with any track alignment, on any routes specified through Greater Gardner? If so, will there be a mitigation plan for any of the following attributes to the park, or will the mitigation compensate for the entire park? How will value loss be determined and by whom? Is there an appeals process?

¹City of San Jose Strong Neighborhoods Initiative, Greater Gardner, Nov 2007 Greater Gardner Neighborhood Improvement Plan Amendment

²City of San Jose Strong Neighborhoods Initiative Greater Gardner Jan 2002 (original plan)

3.7 Land Use and Planning, Communities and Neighborhoods, Property, and Environmental Justice

3.7.1 Regulatory Requirements and Methods of Evaluation

A. REGULATORY PROVISIONS

Environmental Justice

“EO 12898, known as the federal environmental justice policy, requires federal agencies to address to the greatest extent practicable and permitted by law the disproportionately high adverse human health and environmental effects of their programs, policies, and activities, on minority and low-income populations in the United States.”

“The California Government Code defines environmental justice as the ‘fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.’”
(CHSRA Program Level EIR p 3.7-1)

1. Many of the people who live in the Greater Gardner Coalition (GGC) Neighborhoods (Gregory Plaza, Gardner and North Willow Glen) especially adjacent to the Caltrain ROW, primarily speak Spanish. What outreach has CHSRA made to neighborhood Spanish speakers so that they can be informed and participate in the Scoping meetings and development of the Program Level EIR? Have there been there CHSRA flyers in Spanish? Were there newspaper, TV and radio ads in Spanish? Were meetings conducted in Spanish? If not, why not? How will the lack of outreach to primary Spanish speakers (or any other language) potentially impact the HSR planning process? Will there be important information about impacts to adjacent and nearby properties that you will not be aware of?
2. Since the Greater Gardner Coalition GGC is comprised of 3 different neighborhoods, how will the differing demographics affect your outreach procedure?
3. Please list all mailings within the GGC boundaries written in Spanish (or any other language), about the HSR?
4. Please list all HSR scoping and informational meetings held in Spanish.
5. How will you conduct outreach to the Greater Gardner Spanish speaking community after the Project Level EIR is written? What form will that outreach take? How many mailings in Spanish? What mailing radius will you employ? How many newspaper, TV, and radio ads in Spanish? If your research reveals that you need outreach in any other language, what forms will this outreach take?
6. What are CSHRA’s procedures and policies with respect to outreach to Spanish or any other foreign language speaking populations?

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7. What are the CHSRA's procedures and policies with respect to outreach to Habitat for Humanity Silicon Valley which owns a lot adjacent to one proposed rail line in the GGC area?
8. What are the CHSRA's procedures and policies with respect to outreach to any alcohol/drug rehabilitation and recovery homes in the GGC neighborhoods?
9. What steps are being taken to ensure public participation and access to information by homeless people in the GGC neighborhoods who typically shelter adjacent to the areas being considered for the alignment alternatives?
10. What are CHSRA's procedures and policies with respect to low income outreach? Will you be specifically identifying and reaching out to low income members of the Greater Gardner Neighborhoods?
11. Will future information about HSR be available in Spanish as well as in English, or any other language?
12. Many area residents don't read well in either English or Spanish. Will there be Spanish language audio programs?
13. Will future meetings about HSR be conducted in both English and Spanish? Will there be: simultaneous translation with FM receiver headphones, alternating English and Spanish; or will there be a separate meeting for Spanish speakers? Will translators meet qualification of professional certification?
14. Since there are "no specific state procedures prescribed for consideration of environmental justice issues related to the proposed HST Alignment Alternatives," with what government or non-governmental agencies did you consult in order to create the specific assessment procedures used in the EIR to assess environmental justice impacts? Were there agencies with which you could have consulted, but did not? Why not? What procedures for consideration of environmental justice issues will be used in the GGC neighborhoods? Why will these procedures for environmental justice issues be chosen? What other procedures for environmental justice issues are being considered? How will you select among varying procedures for environmental justice issues for the GGC neighborhoods?
15. In what specific ways will the needs of homeless people in the GGC factor into the consideration of environmental justice?
16. What consideration will be given to homeless people in the GGC neighborhoods whose personal routines and shelters are dislocated during construction of any of the proposed alignment alternatives?
17. Did the factor pertaining to the residential population in the impact area include homeless people in the GGC neighborhoods?
18. What steps will be taken to ensure that homeless people in the GGC Neighborhoods have safe access throughout the neighborhood during construction of any of the proposed alignment alternatives?
19. What attention will be given to mitigating the impact of homeless people in the GGC from the noise and vibration created during construction of any of the proposed alignments.
20. What attention will be given to mitigating the impact on the GGC neighborhoods resulting from the migration of homeless people from areas of HSR construction?

21. Will you consider the San Jose Strong Neighborhoods Initiative Greater Gardner Action Plan (rev 2007) in your analysis? If not why not?
22. Will you consult with the members of the Greater Gardner NAC and refer to the Greater Gardner Action Plan to create procedures to assess environmental justice impacts for the Greater Gardner Community at the project level EIR? If not, why not?
23. Will you consult with the members of the Word of Faith Church to create procedures to assess environmental justice impacts for the Greater Gardner Community at the project level EIR? If not, why not?

B. METHODS OF EVALUATION OF IMPACTS

“This analysis was conducted using U.S. Census 2000 block group information/data compiled in a geographic information systems (GIS) format, local community general plans or regional plans and land use information provided by the planning agencies in each of the regions.”

1. Will you use the U.S. Census 2000 data at the census blocked or census tracked level?
2. What other sources of data about the ethnicity and primary language and income of the inhabitants of the Greater Gardner Community specifically along the existing railway corridor are also available to you?
3. What is the specific number of residences per acre in the Greater Gardner Neighborhoods and how will you use this information to define an area as high density, medium density or low density?
4. What specific “community general plans” (pg.3.7-1), for the city of San Jose will you consult?
5. If you do not consult any specific community general plans, why will you not do so?
6. Will you consult with the members of the San Jose Strong Neighborhoods Initiative and refer to the Greater Gardner Action Plan and Amended Plan to create metrics to assess environmental justice impacts for the Greater Gardner Communities? If not, why not?
7. Is there any data kept by the city of San Jose which describes the socio-economic status of the people living in the Greater Gardner Neighborhoods?
8. Will you request or access this data to assist the process as you “consider potential environmental justice issues”... “at the project-level environmental review”? (pg3.7-2) If not, why not?
9. How have you contacted the members of the Greater Gardner Neighborhood as you conduct the “project-level environmental review”?
10. In which English language newspapers will you post notices about the project level meetings?
11. In which Spanish or any other foreign language newspapers have you posted notices about the project level meetings?

12. On which English & Spanish or any other foreign language TV and/or radio stations will you sponsor public service announcements to inform people of the project level scoping meetings?

Land Use Compatibility

“Future land use compatibility is based on information from general plans and other regional and local transportation planning documents. These documents were examined to assess an alignment alternatives’ potential consistency with the goals and objectives defined therein.” (Program Level EIR p.3.7-2)

1. What plans specifically related to the Greater Gardner Neighborhoods will you examine at the project-level environmental review?
2. Will you examine and utilize the City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan and Amended Plan? If not why not?
3. How will the goals of the HSR be consistent with the San Jose SNI goals to revive neighborhoods along the Caltrain ROW? How will you prevent HSR from disrupting the neighborhood and create blight in an area which has just undergone and is still undergoing an expensive and difficult transition out of “blight”?
4. Why is “an alignment alternative ... considered highly compatible if it... is located in areas planned for economic revitalization”?
5. What ranking systems could be used to evaluate potential impacts to Greater Gardner Neighborhoods by any of the proposed alignment alternatives on land use changes, land use compatibility and on property?
6. How did you select among these alternative ranking systems?
7. Would you make different recommendations under the different systems? What would they be?
8. Since HSR presents new conditions with respect to land use impacts in the GGC Neighborhoods, why is the potential for adverse impact considered lower if an alignment alternative is within an existing ROW in these neighborhoods?

“For example, homes and schools are more sensitive to changes that may result in increased noise and vibration.”(Program-Level EIR, p 3.7-2)

Gardner Academy is located less than 0.25 miles from the railway right of way. It was just rebuilt in March 2006 (San Jose Unified School District, School Accountability Report Card Pub in 2007-08 Gardner Elementary , pg 5 <http://www.sjUSD.org/pdf/SARC0607/Gardner.pdf>). It is a school which is 90.95% Hispanic/Latino and 87% Socioeconomically Disadvantaged. (San Jose Unified School District, School Accountability Report Card Pub in 2007-08 Gardner Elementary, pg 3 <http://www.sjUSD.org/pdf/SARC0607/Gardner.pdf>).

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How will the impact of HSR on Gardner Academy be evaluated in regards to environmental justice? What documents about Gardner Academy's plans will be consulted at the Project-Level EIR? What SJUSD planning documents and staff will be involved in the Project-Level EIR plans? How will staff, parents and students at Gardner Academy be involved in creating a Project-Level EIR? How will construction along this section be done in a way to minimize the impact on Gardner Academy? Please list all mitigation measures for Gardner Academy (including traffic pattern changes) to be considered for constructing the HSR at grade, elevated, trench or in a tunnel or bypassing the neighborhood alignment. Please evaluate the relative different impacts on Gardner Academy with running the HSR in an at-grade, elevated, trench or tunnel alignment or bypassing the neighborhood alignment in regards to noise, vibration, transportation, parking, pollution, aesthetics and environmental justice. How will the vibration from the HSR affect building maintenance in regards to soil conditions in the Greater Gardner area? What forms of mitigations will CHSRA implement to lessen increased maintenance at the Gardner Academy?

Gardner Community Center, Biebrach Park and Swimming Pool, Fuller Park, Hummingbird Park, Gregory Park and Word of Faith Church

How will the impact of HSR on these public and quasi-public facilities be evaluated in regard to environmental justice? What documents about these facilities will be consulted at the project level EIR? What San Jose parks, recreation and neighborhood services (PRNS) dept planning documents and staff will be involved in Project level EIR plans? How will staff, parents, children and community members utilizing these facilities be involved in creating a project level EIR? How will construction along this section of right of way be done in such a way as to minimize the impact on these facilities? Please list all mitigation measures for these facilities including traffic pattern changes which will be considered in constructing the HSR at Grade, elevated, trench, in a tunnel alignment or bypassing the neighborhood. Please evaluate the relative different impacts on these facilities with HSR running in an at-grade, elevated, trench, tunnel alignment or bypassing the neighborhood in regard to noise, vibration, transportation, parking, pollution, aesthetics and environmental justice issues. For each of the above facilities please specify individually the issues and mitigations you will consider in the project level EIR.

Table 3.7-1 ranks Multifamily residential areas as both medium and high compatibility while ranking single-family residential areas as "low compatibility." Why? What data or studies were used to create this ranking? Won't this ranking create a greater impact on low income households who are more likely to reside in multifamily residential areas? What specific steps will you take to ensure that this doesn't happen at the project level review?

There are many low income single family residences, community parks, and an elementary school all within ¼ mile of the proposed HST tracks, all of which were categorized in the program level EIR as low compatibility rating (according to table 3-

7.1). Please evaluate each of the alternatives including bypassing the neighborhood in context to their compatibility to the HSR and environmental justice issues.

Communities and Neighborhoods

Currently the train tracks cross W. Virginia Avenue. How will you reconcile the need to have no “at grade” crossings for HSR with the stated plan in the EIR not to “isolate one part of an established community from another”? (Program Level EIR, p 3.7-3)

Please evaluate the relative impacts of an at grade, elevated, trench and tunnel alignment and bypassing the neighborhood at West Virginia Avenue in terms of the impact of each option on Gregory Plaza community cohesion. Please also evaluate the impact of creating a tunnel beneath an “at grade” crossing for W. Virginia traffic.

Please evaluate each option in terms of the impact on safety and emergency response time to Gregory Plaza.

Please evaluate the relative impacts of an at grade, elevated, trench and tunnel alignment or bypassing the neighborhoods at West Virginia Avenue in terms of the impact of each option on noise and vibration levels in Gregory Plaza.

What mitigation might be considered to soften these impacts? Please evaluate the option of opening up Gregory Street to Riverside Drive. Please list all aesthetic improvements available to soften these impacts.

If West Virginia is closed, how will access to Gregory Plaza Neighborhood be maintained? Please evaluate each proposed mitigation in terms of response time for police, fire and other public safety services. What mitigations will be offered?

Property

“Impacts include potential acquisition, displacement and relocation of existing uses or demolition of properties. ... In some instances, relatively minor strips of property would be needed for temporary construction easements or permanent right-of-way for the proposed HST Alignment Alternatives. In other instances, development of proposed facilities could result in acquisition, displacement, and/or relocation of existing structures....Mitigation may be required to maintain property access.” (Program Level EIR, p 3.7-3)

How will you determine the property impacts? What distance from the center line of the new HST alignments will be considered?

According to table 3.7-2, the widening of existing right of ways seems to present a medium to high impact ranking. The Greater Gardner neighborhoods are mainly an urban, single family residential development. There is no specific category on this table to identify our type of development. Will we be addressed at the project level EIR? If not why not? Will there be any attempt by the CHSRA to identify alternatives that might have a low impact on the Greater Gardner neighborhoods? If not why not?

GGC NAC HST SF to Merced Environmental Justice Scoping Questions

How will situations of taking be evaluated for the risk of contributing to blight? What compensation will be offered to neighbors if a property becomes blighted due to a taking? What appeals process will be available for owners affected by a taking, or neighbors of a property where a taking has occurred? What process will you use to determine the value of the taking?

In which specific instances will relatively minor strips of property in the GGC be needed for right of way for each of the proposed alignment alternatives including bypassing the neighborhood? Which specific instances would the development of HST facilities result in the acquisition, demolition, displacement, or relocation of existing structures in the GGC neighborhoods? If existing structures in the GGC neighborhoods are relocated due to the development of HST where would they go?

Under what circumstances would improvements to existing transportation corridors including grade separation result in new physical barriers in the GGC? What environmental justice issues would such barriers create? How would they be mitigated?

Environmental Justice

“This analysis is based on identifying the presence of minority populations and low-income populations in the study area (0.25mi [0.40km] from a potential alignment) and generally in the counties crossed by the alignment alternative. The assessment was done using U.S. Census 2000 information....

The analysis was used to determine whether:

At least 50% of the population in the study area may be minority or low income

The percentage of minority or low-income population in the study area is at least

10% greater than the average generally in the county or community....

Additional analysis would take place during project-level analysis to consider potential localized impacts.” (Program Level EIR p.3.7-4 to 3.7-5)

What distance will be used at the project level analysis to determine the presence of minority and low income populations in Greater Gardner Neighborhoods?

What data will be used at the project-level analysis to determine whether or not 50% of the population in the Greater Gardner Neighborhood is minority or low income? Will the data come from the 2000 census? What other data from the city of San Jose or the county of Santa Clara will be used? Will census block data be used to examine environmental justice issues in the following areas:

- North of existing right of way through GGC neighborhoods
- South of existing right of way through GGC neighborhoods
- On each side of any other alternative through GGC being considered by high speed rail.

What data will be used at the project-level analysis to determine whether or not the percentage of minority or low-income population in the Greater Gardner neighborhood is at least 10% greater than the average generally in the county or community? Will the data come from the 2000 census? What other data from the city of San Jose or the county of Santa Clara will be used? Will census block data be used to examine environmental justice issues in the following areas:

- North of existing right of way through GGC neighborhoods
- South of existing right of way through GGC neighborhoods
- On each side of any other alternative through GGC being considered by high speed rail.

Low income and language minority families frequently have poor health and high frequency of respiratory ailments, cardiovascular disease, and cancer. Please evaluate how the Greater Gardner neighborhood will be affected by increased pollution caused by the construction phase for each of different alignment alternatives and bypassing the neighborhood. Please list all possible ways to mitigate these effects.

Low income and language minority families frequently have poor health and high frequency of respiratory ailments, cardiovascular disease, and cancer. Please evaluate how the Greater Gardner neighborhood will be affected by increased pollution caused by running the HSR on the 4 different alignment alternatives and bypassing the neighborhood. Please list all possible ways to mitigate these effects.

3.7.2 Affected Environment

B. DISCUSSION OF RESOURCES BY CORRIDOR

On page 3.7-6, "According to the 2000 U.S. Census, minority persons are defined as being nonwhite person, including those of Hispanic origin. Low-income populations are defined as having a median household income at or below Department of Health and Human Service poverty guidelines."

Living expenses are much higher in Santa Clara county than in most areas of the country and California. Housing costs and salaries in Santa Clara county are much higher than in the rest of the US and California. For example due to the higher cost of living in San Jose, the San Jose dept of housing defines low income for a family of 4 as an annual income of \$84,900.

1. Please investigate Santa Clara County specific guidelines for what qualifies as "low-income" keeping in mind that housing costs and salaries in Santa Clara county are generally much higher than in the rest of the United States. Please explain in the Project Level EIR what Santa Clara county specific criteria were used to define low income and what is the basis for that criteria.

On pg 3.7-10, "According to the 2000 U.S. Census, minority persons accounted for the following percentages of total population in the area ... Santa Clara 59%."

This number shows that even using aggregate data for Santa Clara County, more than 50% of the population is minority, making it even more imperative that in the project-level analysis, the HSRA gather and analyze data about the minority population in the Greater Gardner Neighborhoods.

1. On pg. 3.7-11, under Neighborhood and Community Characteristics – Pacheco “the Pacheco alignment alternative begins at the Diridon Station in San Jose, following an existing rail corridor, through dense residential areas in central and southern San Jose.” How did you determine that the GGC neighborhoods would be considered dense when the neighborhoods consist of predominantly detached single family homes?

On pg 3.7-22 and 3.7-23 the table states that there is “no Community Cohesion Impacts” for the section of the HSR corridor cutting directly through the Greater Gardner Coalition neighborhoods.

1. How can the High Speed Rail alignment that requires no at grade crossings, additional fencing, higher berms, and the possible closing of the Virginia Street entrance into the Gregory Plaza neighborhood not affect community cohesion?
2. How does the HSRA propose to mitigate these increased barriers?
3. What alternatives including bypassing the neighborhood, have been examined to eliminate these barriers through the GGC neighborhoods? If none have been examined, why not?

On pg 3.7-22 the table states that the environmental justice impact is medium from Diridon station to Gilroy.

1. Will the GGC neighborhoods be examined on their own merit for the environmental justice impacts for the project level EIR? If not why not?

Similarly, on pg 3.7-23 while analyzing the impact near San Jose (Diridon) Station, the table states that the “percentage of EJ population is lower than the thresholds.”

1. What data was used to make that determination?
2. Will the GGC neighborhoods be examined on their own merits for the environmental justice impacts for the project level EIR? If not why not?

3.7.5 Mitigation Strategies and CEQA Significance Conclusions

D. ENVIRONMENTAL JUSTICE

GGC NAC HST SF to Merced Environmental Justice Scoping Questions

“Additional consideration of environmental justice issues would occur during project-level review, which would include consideration of potential localized impacts and potential benefits to and enhancements for communities along potential HST Alignment Alternatives. Project-level review would also include consideration of detailed mitigation measures, including mitigation for temporary construction-related impacts. Project-level review would also include outreach to potentially affected communities as part of the public review process.”

In what languages will outreach be conducted in the Greater Gardner Neighborhood? In Spanish? How will this outreach be conducted? Will there be announcements in English, Spanish or any other foreign language newspapers, TV and radio? Will the meetings also be conducted in Spanish or any other foreign languages? If not, why not?

What benefit or enhancements to the Greater Gardner Neighborhood could result from an at-grade, elevated, trench or underground path? Please list all enhancements and analyze in regards to each of the 4 options or bypassing the neighborhood.

3.4 Noise and Vibration

San Jose Greater Gardner Existing Noise environment

The current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #7, **“Mitigate Neighborhood Noise Levels”**, specifies specific actions to reduce noise levels in Greater Gardner neighborhood (Caltrain rail quiet zone, freeway sound walls etc.). These improvements are undertaken under the umbrella of the City of San Jose General Plan Noise designations:

The City of San Jose's General Plan Noise Element contains four noise level objectives that are to be considered in land use planning. These objectives are (1) a long-range, exterior day-night average (Ldn) noise objective of Ldn 55 dBA; (2) a short-range, exterior noise objective of Ldn 60 dBA; (3) an interior noise objective of Ldn 45 dBA; and, (4) a maximum exterior noise level of Ldn 76 dBA that should not be exceeded in order to avoid significant adverse health effects. The last noise criterion addressing adverse health effects is based upon and would apply only to long-term operational noise impacts, and does not apply to temporary noise such as construction activities.

When a proposed project is subject to CEQA (High speed rail), the noise impact on existing residential land uses are typically evaluated in terms of the increase in existing noise levels, regardless of existing background noise levels; and a significant impact is found if the increase in the 24-hour noise level (Ldn) increases by 5.0 dB or more in an existing residential area..

3.4.1 (pg 3-4.3) Regulatory Requirements and Methods of Evaluation

Impact Metric = (Residential Population in the Impact Area/Mile) + 0.3 × (Mixed Use Population in the Impact Area /Mile) + (100 × Number of Hospitals in the Impact Area)/Mile + (250 × Number of Schools in the Impact Area)/ Mile

1. How was the criteria developed for this metric and scoring, specifically related to Greater Gardner neighborhood, San Jose?
 - a. Given that the current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #7, **“Mitigate Neighborhood Noise Levels”**, specifies that freeway noise is also an issue in the Gardner Neighborhood, would this metric fully account for the total noise impacts experienced by residents as a result of HST?
 - b. How does this metric compare to the City of San Jose General Plan noise criteria? Does this impact metric circumvent the City of San Jose requirements/guidelines?
 - c. Will this metric be used in the project level EIR for HSR?
2. Has this metric been validated/recently used in other projects and if so, which ones?

3. **Schools in impact metric:** For the schools considered to be in the impacted area, does this include ALL schools within one mile, including schools on the other side of a major transportation corridor? Gardner has one school within the boundaries of 280, 87 and Caltrain ROW (Gardner Academy), but there are many public, private and charter schools within one mile of the Greater Gardner Caltrain ROW – Gardner Academy, Rocketship Elem, Notre Dame, Sacred Heart, Washington Elementary, etc
 - a. If only Gardner Academy is relevant to this metric, then does that imply that other transportation corridors **isolate** the other schools from Gardner, and hence, they are not counted?
 - b. Related to (a), please elaborate on the number of schools utilized in the impact metric, vs the claims that Greater Gardner residential property impact is LOW, from 3.7 Land Use and Planning table 3.7.2.
 - i. If CHSRA concludes that transportation corridors isolate schools from noise impact metrics, this would imply that additional transportation corridors as discussed in 3.7 Land Use and Planning table 3.7.2 would result in **high** impact from a land use/community perspective- and yet this is not the case for Greater Gardner where impact was slated as LOW- please quantify these results.
4. Will you be using a day time measure and a 24 hour measure for noise? If so how will you resolve conflicts in evaluation of the level of impact between the two measures? If not, why not?

(pg 3-4.3) Application of Screening Method to Conventional Rail and High-Speed Train Modes

For speeds less than 125 mph (201 kph) and for areas near stations, the FTA screening method was used in concert with the FRA method.

1. Why are FTA screening methods used in conjunction with FRA for speeds under 125mph? How is this appropriate? Are there any noise designations for lower speeds that might be required for S-curve tracks as through Greater Gardner?
2. Is the FTA screening method is required by law? If so why did you use a second method? Was there legal justification here to use a different screening method?
3. Please evaluate the noise using both methods?

(pg 3-4.3)Urban and noisy suburban areas are grouped together. These areas are assumed to have ambient noise levels greater than 60 dBA Ldn. Similarly, quiet suburban, rural, and natural open-space areas are grouped as areas where ambient noise levels are less than 55 dBA Ldn.

(pg 3-4.11) In the urban areas and suburban areas of the East Bay, San Francisco Peninsula, and San Jose, the ambient noise is estimated to range from Ldn 57 to 66 dBA.

1. The City of San Jose General Plan features a long-range, exterior day-night average (Ldn) noise objective of Ldn 55 dBA- whereas CHSRA considers San Jose to have an ambient noise level greater than 60 dBA Ldn (assuming San Jose is considered an Urban or Noisy Suburban region). What accounts for the differences here?
2. Please use the City of San Jose's significance criteria to define whether HSR noise impacts are significant with respect to adjacent residential, commercial, park, school, or other uses.
3. Given that The current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #7 is "Mitigate Neighborhood Noise Levels", is attempting to adhere to the San Jose General plan noise guidelines. At 55 dba, these are quieter than HSR ambient noise level assumptions. Is CHSRA assumptions in conflict with Greater Gardner noise targets? If so, what is the mitigation plan for the Greater Gardner neighborhood with respect to the neighborhood noise levels and any increase due to HSR? How will GGC Neighborhood be compensated for any increase?

(pg 3.4-4) To develop a relative comparison of the HST Alignment Alternatives, the results of the screening analysis were adjusted to account for noise reductions from the elimination of at-grade crossings on existing rail lines, where the HST Alignment Alternatives would share the rail corridor.

1. The Greater Gardner neighborhood already has grade separations for Caltrain. Did the screening analysis exclude any noise reductions for Greater Gardner for places where they already exist?
2. Grade separations in the Greater Gardner area are 1936-style historically designed structures (in some cases ARE historic structures) that retain the original SP medallions. Will these structures remain for HSR? Are the grade separations required for noise mitigation somehow different than Gardners historic grade separations? Will the new structures resemble the old to maintain the integrity of the community? How will these structures be protected during the construction process?
3. What are the noise contours for high speed rail and baseline exclusive of at grade warning horn noise? How do they compare? How will you mitigate any increase in noise from baseline?

(pg 3.4-5) Noise barrier mitigation is shown to be especially effective for receivers close to the tracks. Although noise barrier walls would not be the only potential mitigation strategy considered, they were used to represent mitigation potential in the

statewide program EIR/EIS (California High-Speed Rail Authority and Federal Railroad Administration 2005) and in this Program EIR/EIS.

1. Barrier walls are used as the only potential sound mitigation in EIR. What other mitigations are under consideration? Were they used previously in similar situations with High Speed Rail? What their results of their previous use?
2. What will be the noise metric used to determine which noise barrier to use? Will it be the same metric used to gauge sound wall success?
3. The current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #7b and #7c, “Mitigate Neighborhood Noise Levels”, install and/or improve sound walls along 280 east from Gregory Plaza (at Caltrain tracks) to highway 87, will install sound walls in almost the exact same locations as the HSR sound walls, only at different angles as the two transportation corridors (280+Caltrain) come together.
 - a. Are there any safety issues i.e. earthquakes with numerous sound walls installed in the same locations at differing angles?
 - b. Does either HSR or 280 sound wall preclude the other sound wall from being built and if so, what is the mitigation plan?
 - c. Will the construction of HSR cause DOT to stop assessing or working on the proposed 280 soundwalls and what is the mitigation plan? Is there an appeals process?
4. What is the proposed height of these sound walls for each alternative configuration including bypassing the neighborhood?
5. Will you be providing shadow maps of the area affected by these sound walls, or any increase track height through the neighborhood?
6. What mitigations will be proposed for those impacted by the shadows?
7. What will be the appeal process for those impacted by the sound walls (which is a different group than those impacted by the train).
8. Which alternative noise barriers can be used for each section of Gardner- list all, for the following,
 - a. Guadalupe/87 fwy crossover into Gardner
 - b. Fuller Street east of Bird
 - c. Prevost and Delmas Grade Separations
 - d. Bird Grade Separation
 - e. West of Bird, between Bird and Harrison
 - f. West Virginia and Harrison
 - g. 280 crossover out of Gardner

(pg 3.4-5) Based on these results, the potential noise impact ratings from screening were adjusted to account for segments where at-grade crossings would be eliminated for existing passenger and freight trains as part of the implementation of HST service along that alignment. A reduction in one impact rating level (high to medium or

medium to low) was made only for alignments where HST speeds would be less than 150 mph (241 kph)

****** Table 3.4-4 Noise and Impact summary: Diridon station noise impact MEDIUM accounting for grade crossing elimination***

1. The current City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #7, “Mitigate Neighborhood Noise Levels”, specifies creating a Railway Quiet Zone at Gardner. Given this, is it appropriate to automatically lower high impact to low impact based on horns?
2. What is the precedent for lowering one impact rating based solely on horns?
3. Trains often honk on their way to Tamien which will likely continue, does this remove medium impact status and put all Gardner mitigations back to high impact?
4. Will UPRR and Caltrain be fully fenced within CHSRA’s security perimeter? If not will they continue to honk at transients on their tracks? How will this affect your use of lowering the impact rating one level for no warning horns?

(pg 3.4-7) Low levels of HST noise can result in interference but not necessarily result in annoyance. The number and frequency of HST operations must exceed a certain level or threshold before it is perceived as annoying. Interference is a short-term occurrence. Annoyance, because of the emotional component is more long lasting. Annoyance is the more appropriate criteria in evaluating the receiver experience in pristine open spaces using the metric Time Audible (TA) –

1. As far as annoyance why did you choose not to use the same criterion in Gardner Neighborhood, particularly since the combination of elevated structures and homes immediately adjacent to the tracks mean high levels of HST noise?
2. Given that table 3.4-3 lists a % time audible of 50 with a 19-21% time annoyed, and since HST trains will be entering Gardner at the rate of 15 per hour, assuming a few minute impact for each train, wouldn’t that equate to a 50% time audible for Gardner and the same annoyance factors, even though Gardner is a residential area?

Noise and Vibration- regarding the following related statements,

(pg 3.4-5) Where speeds are expected to be low, the vibration potential impacts are confined to within 100 ft (30 m) of the track.

(pg 3.4-10) For trains on elevated structure, HST noise is increased, partially due to the loss of sound absorption by the ground and partially due to extra sound radiation from the bridge structure. Moreover, the sound from trains on elevated structures spreads about twice as far as it does from at-grade operations of the same train because of clearer paths for sound transmission.

(pg 3.4-11) The effects of ground-borne vibration in a building located close to a rail line could at worst include perceptible movement of the floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. None of these

effects are great enough to cause damage but could result in annoyance if repeated many times daily.

1. The 100 ft vibration potential impacts (with no impacts beyond 100 ft) appears unlikely to many Gardner residents. Are there any railroad studies or other HST implementations where vibration effects can be proven to be limited to only 100ft radius of the train? What is the impact of varying soil types on felt vibrations? In Gardners swamp fill soil what will the expected vibration radius be?
2. Does the fact that the current Caltrain is at grade vs. a possible HST elevated structure mean that despite the general statements about HST as quieter than Diesel, that this would not be true in Gardner? And do track elevations change the resulting answer regarding 100 ft vibration impacts (#1 above)?
3. Please apply question #2, above to any other possible planned routes through the Greater Gardner neighborhood for High Speed Rail, in addition to the existing Caltrain corridor.
4. What are the impacts of this level of sound and vibration on the historic properties in Greater Gardner, most of which were built between 1880-1930? Please be specific, for all proposed routes through Greater Gardner:
 1. Potential foundation damage for properties <100 ft away from train, <200 ft away from train, 300 ft away from train, 400 ft away from train, <500 ft away from train.
 2. Potential damage to windows, windows rattling etc for properties <100 ft away from train, <200 ft away from train, 300 ft away from train, 400 ft away from train, <500 ft away from train.
 3. Potential damage to stucco for properties <100 ft away from train, <200 ft away from train, 300 ft away from train, 400 ft away from train, <500 ft away from train.
5. In the event of structural damage to close by historic homes, what mitigations will be offered to residents? Will foundations, windows and/or stucco walls be covered?
6. Given that Greater Gardner planning area is initiating a process to identify and preserve historic properties within Greater Gardner, what is the mitigation plan for these properties if they are located close to the Caltrain ROW or any of the proposed HSR routes through Greater Gardner neighborhood?

(pg 3-4.11) Along the proposed alignment alternative on the San Francisco Peninsula, the Caltrain passenger service is a major contributor to the ambient noise levels, especially at grade crossings, where horn noise dominates the noise environment within 0.25 mi (0.40 km) of the intersections.

1. Identify the noise from horns as well as operations from all trains and any alignments and routes proposed through Greater Gardner, based on the increased frequency of train operations planned for HST. We understand that HST is

planning 18 trains per hour, vs. much less frequent Caltrain schedules. Please assume Greater Gardner will be designated as a railway quiet zone as specified in the City of San Jose Strong Neighborhoods Initiative, Greater Gardner Action Plan¹ #7a, “Mitigate Neighborhood Noise Levels”, establish Greater Gardner as a railway quiet zone.

(pg 3.4-19) Along the Pacheco alignment alternative from Diridon to Gilroy, there are 42.4 miles where noise impacts are rated medium to high and vibration impacts are rated medium.

1. Evaluate the impact on adjacent properties caused by permanent noise and vibration increases from the rail operations, as well as noise and vibration associated with each construction method, for each route proposed through Greater Gardner.
 - a. Immediately facing tracks: 350-600 block Fuller
 - b. Immediately facing tracks: Fuller Ave park
 - c. Backyard facing tracks 300-500 block Jerome (even numbers)
 - d. One parcel away from tracks, 300-600 block Hull odd and Jerome 300-600 odd
 - e. Biebrach Park
 - f. 3 blks from tracks: W Virginia (east of Bird) and Atlanta Ave.
 - g. Harrison St- 600 blk immediately adjacent to tracks
 - h. Harrison St- 700 blk 2 blocks from tracks
 - i. W. Virginia and Drake Street
 - j. Gregory Plaza tot lot and Fuller Los Gatos Creek Bridge
2. Evaluate how noise levels would vary with the different vertical track alignments (i.e. tunnel, trench, track at grade, elevated track), including all three operators (HST, Caltrain and Union Pacific) and then outline methods to reduce those impacts to “less than significant” levels. The impacts of such methods, particularly noise walls, should also be evaluated for their visual impacts.

(pg 3-4.19) Along the Pacheco alignment alternative from Diridon to Gilroy, there are 42.4 miles where noise impacts are rated medium to high and vibration impacts are rated medium. Four schools are located along this alignment, and there are 131 ac of parkland and varying residential populations.

1. Please elaborate on the 4 schools you feel are located on the Diridon to Gilroy alignment. Does this include Gardner Academy, 502 Illinois Ave, San Jose, in the Gardner neighborhood?
2. What about these schools in the immediate area of Greater Gardner (but not specifically in Gardner)- Rocketship Elementary and Sacred Heart? These 3

schools, Gardner, Rocketship and Sacred Heart are all within 2 blocks of the Caltrain tracks within one mile of Tamien Station and Greater Gardner neighborhood. Where there decisions made regarding choice of route based on this information about number of schools on the route? How will this change decisions regarding HSR and Greater Gardner neighborhood so far?

3. How will noise and vibration impacts affect park user experience at each of the GGC neighborhood parks, including Fuller Park, Biebrach Park, Hummingbird Park, Gardner Academy Soccer Field, and Gregory Plaza Tot Lot.

(pg 3.4-20) Short Term Construction Noise and Vibration

City of San Jose significance criteria for construction noise:

For construction noise sources, it is appropriate to equate the average or equivalent noise level (Leq) to Ldn when the disturbing noise does not occur during evening and nighttime hours from 7 P.M. to 7 A.M. An exterior noise criterion of Ldn 60 dBA is approximately equal to an Leq of 62 dBA for construction noise in the above conditions. Hence, any construction noise levels at sensitive receptor locations that exceed an Leq of 62 dBA would be considered a significant noise impact.

1. Table 3.4-5 lists various construction noise levels at 100ft, all of which are significant given the City of San Jose significance criteria, above. Please Evaluate the impact on adjacent properties caused by vibration associated with each construction method, since few properties will exist exactly 100 ft away from construction.
 - a. Immediately facing tracks: 350-600 block Fuller
 - b. Immediately facing tracks: Fuller Ave park
 - c. Backyard facing tracks 300-500 block Jerome (even numbers)
 - d. One parcel away from tracks, 300-600 block Hull odd and Jerome 300-600 odd
 - e. Biebrach Park
 - f. 3 blks from tracks: W Virginia (east of Bird) and Atlanta Ave.
 - g. Harrison St- 600 blk immediately adjacent to tracks
 - h. Harrison St- 700 blk 2 blocks from tracks
 - i. W. Virginia and Drake Street
 - j. Gregory Plaza tot lot and Fuller Los Gatos Creek Bridge
2. Analyze construction and engineering techniques that would reduce construction noise and excavation impacts on adjacent properties, and to preserve existing vegetation and/or provide extensive new mitigation screening, including but not limited to:
 - a. Specifying the quietest equipment available
 - b. Turn off equipment during periods of non use
 - c. Stop at Diridon and have a bus bridge for construction period

3. Construction Mitigation: Estimate the costs of construction and mitigation measures for construction damage and identify who would be responsible for evaluating and bearing the costs.

¹City of San Jose Strong Neighborhoods Initiative, Greater Gardner, Nov 2007 Greater Gardner Neighborhood Improvement Plan Amendment

²City of San Jose Strong Neighborhoods Initiative Greater Gardner Jan 2002 (original plan)

City of San Jose
Strong Neighborhoods Initiative
Greater Gardner Coalition
Neighborhood Action Coalition

California High Speed Rail
San Jose to Merced EIR/EIS Scoping Questions

Submitted
April 6, 2009

897 Delmas Av
San Jose Ca 95125
April 6, 2009

Mr. Dan Leavitt, Deputy Director
California High Speed Rail Authority
Attn: San Jose to Merced HST
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt,

The San Jose Strong Neighborhoods Initiative Greater Gardner Coalition Neighborhood Action Coalition (GGC NAC) is appreciative of the opportunity to support the implementation of High Speed Rail, an important component of California's future transportation infrastructure. The GGC NAC was first formed by the San Jose Redevelopment Agency (SJRA) in 2000 to act as the Citizen's Advisory Board to the SJRA on redevelopment in the blighted, culturally diverse Greater Gardner Neighborhood. In the last 8 years, through the actions of the SJRA, San Jose City Council and the San Jose Unified School District, this area has seen the expenditure of over \$13 million on infrastructure improvements which the GGC NAC requested and partnered in implementing. As our infrastructure projects came to fruition we noted a corresponding expenditure of private money to repair and rebuild the private residences in the Neighborhood. We are proud of our accomplishments and of the strong community driven organization which the GGC NAC has become.

We respectfully submit the attached community scoping questions for your consideration and response. We firmly believe that we have raised important issues which will improve the project and help the CHSRA meet the legislated goal of providing clean, efficient transportation for California's future.

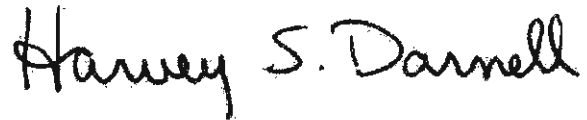
We would like to suggest that you seriously evaluate and consider alternative routes which are less disruptive to our neighborhood. We have submitted questions which facilitate the evaluation of the many alternatives you will consider for the route south, between Diridon station and Tamien station, San Jose. We believe that alternatives, that either bypass Greater Gardner Neighborhoods or travel underground will not only preserve the quality of life in Greater Gardner Neighborhood, but will also contribute significantly towards reaching the HSR goal of train travel from San Francisco to Los Angeles in 2 hours, 40 minutes.

In the CHSRA public meetings which have occurred to this point there has been neither Spanish outreach nor Spanish translation services provided. A group of concerned primarily Spanish speaking residents were upset by this and collected petition signatures in the last week objecting to the lack of Spanish Outreach, Spanish Material and Spanish Translation in the process so far and asking for such services in the future. They presented petitions to me, as Chair of the GGC NAC, signed by over 200 residents and users of the GGC park facilities. They asked that I forward these on to you for your consideration on how best to remedy this oversight. They are included with the hard copy mailed to you, located behind the GGC NAC scoping questions.

We look forward to working with you as partners in building the first High Speed Rail project in the United States. If we may be of further service in your efforts, please feel free to contact me at 408-295-1930 or harveydarnell@yahoo.com.

I submit these questions on behalf of the GGC NAC.

Sincerely,

A handwritten signature in black ink that reads "Harvey S. Darnell". The script is cursive and fluid, with the first name "Harvey" being larger and more prominent than the last name "Darnell".

Harvey S. Darnell
Chairman, Greater Gardner Coalition Neighborhood Action Coalition

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:04 PM
To: Kris Livingston
Subject: FW: Comments for the Project Level Environmental Impact Report/Statement (EIR/EIS)For the San Jose to Merced section of the proposed High-Speed Train system
Attachments: SHPNAHSRscoping.doc; ATT1553477.htm

From: Helen Chapman [mailto:4chapmanfam@sbcglobal.net]
Sent: Monday, April 06, 2009 6:59 PM
To: HSR Comments
Subject: Comments for the Project Level Environmental Impact Report/Statement (EIR/EIS)For the San Jose to Merced section of the proposed High-Speed Train system

Dear Mr. Levitt,
Please find attached comments from the Shasta Hanchett Board of Directors on the Project Level EIR/EIS for the San Jose to Merced section of High Speed Rail.

QuickTime™ and a
TIFF (Uncompressed) decompressor
are needed to see this picture.

Shasta Hanchett Park Neighborhood Association
P O Box 28634 San Jose CA 95159-8634

April 5, 2009

Mr. Dan Leavitt, Deputy Director
ATTN. San Jose to Merced, California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814
Email: comments@hsr.ca.gov

Re: Comments for the Project Level Environmental Impact Report/Statement (EIR/EIS)
For the San Jose to Merced section of the proposed High-Speed Train system

On Behalf of the Shasta/Hanchett Park Neighborhood Association we would like to submit comments and questions that have been collected by residents in response to the EIR/EIS. We request a written response to these questions and consideration of our suggestions for the proposed mitigations.

1. Will the EIR/EIS address the impact of property removal via the eminent domain process?
2. Will the response from the HSR authority to questions of EIR/EIS be available in Spanish to address the neighbors who are not English speaking? It should be noted that residents within the boundaries of our neighborhood association are diverse and should be given equal opportunity for involvement.
3. How will the EIR/EIS address the significance of the historic residential structures of our neighborhood? What will be the effect of earth compaction, heavy equipment, etc. on the fragile foundations of the older homes?
4. It is not clear if High Speed Rail Authority will be sounding the train horn at grade crossings in response the noise concerns by nearby residents. Will the High Speed Rail authority outline a plan to address this process?
5. Is the EIR/EIS taking into account all current planning documents relevant to the Diridon Station Area? These documents include but are not limited to, The Diridon Strategic Plan, Midtown Specific Plan, Downtown Strategy 2000 Plan, and Baseball Stadium in the Diridon/Arena Area Environmental Impact Report.
6. How will the noise levels be measured and mitigated? If the preferred alternative for locating HSR underground at Diridon Station is considered– is there a noise impact resulting from the train exiting the tunnel at a high rate of speed?
7. San Jose City Department of Transportation has expressed preference for below grade HSR Station in the Diridon Station Area and our association would support a full range of options be studied for rail alignment to accommodate the confluence of opportunities taking place in the Diridon Station area/Downtown.
8. How will the High Speed Rail Authority mitigate the Historic Designation of the Diridon Station?

9. Will the EIR/EIS outline and address the impacts of soil removal, hazardous waste storage and disposal as to not discourage traffic, and pedestrian/bicycle activity in and around the Diridon Station area?
10. Will the EIR/EIS address in greater detail the loss of wildlife habitat and species and needed vegetation to address green house gases, particularly in and around the Los Gatos Creek Trail and Guadalupe River Park and Gardens?
11. Will the lighting needed for security purposes of the High Speed Rail line impact the riparian habitat of the Los Gatos Creek Trail? If so what will be the mitigations required to offset the effects of illuminations on this critical habitat?
12. Has a proposed Staging Area for construction of the High Speed Rail Station in the Diridon Area been identified?
13. What is the proposed transition route from Diridon to SJC airport that will minimize the number of transfers needed by alternative modes of transportation to provide ease of travel?
14. What materials will be used to construct the rail platforms and structural sound walls needed to accommodate the proposed above grade rail line?
15. For the area between Diridon Station and the San Jose/Santa Clara line, which is primarily a residential neighborhood on the west side of the train line, will you be limiting construction hours to 7 am to 7 pm, conforming to City of San Jose construction guidelines? If not, why not? If you authorize construction outside of these time limits, how will you mitigate the impact on nearby residents who are trying to sleep during the evening hours?
16. Will the impact of High Speed Rail add to the on-going San Jose City maintenance agreements for parkland and trail system in the Diridon Planning area and adjoining park system?
17. How can visual impact be considered moderate at both Diridon (destined to be high rises, per HST) and Morgan Hill and Gilroy (only 2-3 stories tall)? Is this a contradiction?
18. Noise is measured 1000 feet from centerline of right away, what about notification boundaries?
19. Does the EIR/EIS address the acknowledgement of native sites in and around the Guadalupe River Park and Gardens?
20. What impact will the construction of the above grade rail alignment have on shading in the riparian corridors and nearby neighborhood?
21. The intended plan of the City of San Jose is to expand the boundaries of the downtown core. Will the construction of an above grade rail alignment add to the isolation of existing downtown neighborhoods or compliment the Cities goal?
22. Will the above grade High Speed Rail berms impact water flow and drainage in and around the Diridon area?

We look forward to your response regarding the comments made the to EIR/EIS.

Helen Chapman
President, Shasta Hanchett Neighborhood Association
president@shpna.org

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:16 PM
To: Kris Livingston
Subject: FW: Comments for the Project Level Environmental Impact Report/Statement (EIR/EIS) For the San Jose to Merced section of the proposed High-Speed Train system

From: Helen Chapman [mailto:4chapmanfam@sbcglobal.net]
Sent: Monday, April 06, 2009 3:02 PM
To: HSR Comments
Cc: SHPNA Board
Subject: Comments for the Project Level Environmental Impact Report/Statement (EIR/EIS) For the San Jose to Merced section of the proposed High-Speed Train system



Shasta/Hanchett Park Neighborhood Association
P.O. Box 2863 San Jose CA 95159-8634

April 5, 2009

Mr. Dan Leavitt, Deputy Director
ATTN. San Jose to Merced, California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814
Email: comments@hsr.ca.gov

Re: Comments for the Project Level Environmental Impact Report/Statement (EIR/EIS)
For the San Jose to Merced section of the proposed High-Speed Train system

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22. Will the above grade High Speed Rail berms impact water flow and drainage in and around the Diridon area?

We look forward to your response regarding the comments made the to EIR/EIS.

Helen Chapman
President, Shasta Hanchett Neighborhood Association
president@shpna.org

Helen Chapman

"Never doubt that a small group of thoughtful citizens can change the world. Indeed, it is the only thing that has."

- Margaret Mead

Kris Livingston

From: Kim Karcher [kkarcher03@hotmail.com]
Sent: Sunday, April 05, 2009 8:35 PM
To: HSR Comments
Subject: Comments on San Jose to Merced High Speed Train Project EIR/EIS

I am submitting comments on the San Jose to Merced HST Project EIR/EIS because my family and I live on a street in the Greater Gardner (North Willow Glen) neighborhood that is two blocks from one of the existing rail corridors that is under consideration as an alignment alternative. Our home is located on Atlanta Avenue between Bird and Delmas Avenues; the corridor is parallel to Atlanta Avenue.

On Atlanta Avenue, we hear planes taking off and landing at Minesta International Airport, as well as whistles from freight trains when our windows are open. The two-block distance pretty much buffers the track noise, as well as noise from the Caltrain service that uses that rail corridor. What the two-block distance does not buffer is a steady stream of traffic noise from Hwy 280 and Hwy 87, particularly in the evening. My family is quite concerned that the HST, traveling more frequently, will add significantly to the noise we experience. It is already the case that homesellers must disclose the level of ambient noise in our neighborhood from these multiple transportation sources.

In addition to the concerns we have about the level of ambient noise, we have these questions:

2. In what specific ways will the needs of homeless people in the Greater Gardner neighborhood, including North Willow Glen, factor into the consideration of environmental justice?
3. What consideration will be given to homeless people in the Greater Gardner neighborhood, including North Willow Glen, whose personal routines and shelters are dislocated during construction of the any of the proposed alignment alternatives in this neighborhood?
4. What steps are being taken to ensure public participation and access to information by homeless people in the Greater Gardner neighborhood, including North Willow Glen, who typically shelter adjacent to the areas being considered for the alignment alternatives?
5. Did the factor pertaining to the residential population in the impact area in the metric describing the relative magnitude of impact include homeless people in the Greater Gardner neighborhood, including North Willow Glen?
6. What steps will be taken to ensure that homeless people in the Greater Gardner neighborhood, including North Willow Glen, have safe access throughout the neighborhood during construction of any of the proposed alignment alternatives in this neighborhood?
7. What attention will be given to mitigating the impact on homeless people in the Greater Gardner neighborhood, including North Willow Glen, from the noise and vibration created during construction of any of the proposed alignment alternatives in this neighborhood?
8. What is the maximum height of grade separation that would be considered for any of the proposed alignment alternatives in the Greater Gardner neighborhood, including Willow Glen?
9. What is the specific number of residences per acre in the Greater Gardner neighborhood, including North Willow Glen, used to define an area as high-density, medium-density, or high-density?
10. What specific visual buffers will be used to maintain a high level of visual quality for project facilities in the Greater Gardner neighborhood, including North Willow Glen?
11. What specific access modifications besides overcrossings or undercrossings will be used to mitigate impacts arising from partial property acquisitions that result in division of a farm or other land use in the Greater Gardner neighborhood, including North Willow Glen?
12. What attention will be given to mitigating the impact on the water levels in the Guadalupe River from the vibration created during construction of any of the the proposed alignment alternatives?
13. What attention will be given to mitigating the impact on fish and other wildlife in the Guadalupe River from the noise and vibration created during construction of any of the proposed alignment alternatives?
14. What specific noise mitigation strategies besides noise barrier walls could be considered for the Greater Gardner neighborhood, including North Willow Glen? Under what circumstances could other strategies be employed in this neighborhood?

15. Under what circumstances will berms with native plantings be considered for noise mitigation in the Greater Gardner neighborhood, including North Willow Glen?
16. What is the maximum decibel level of the quietest available construction equipment that would likely be used in the Greater Gardner neighborhood, including North Willow Glen?
17. What specific low-impact construction techniques will be considered to reduce ground-borne vibration during construction of any of the proposed alignment alternatives in the Greater Gardner neighborhood, including North Willow Glen?
18. What specific types of track treatments could be considered for vibration mitigation in the Greater Gardner neighborhood, including North Willow Glen?
19. What specific noise mitigation strategies could be effective in reducing the potential noise impact rating by two categories (that is, from high to low) in the Greater Gardner neighborhood, including North Willow Glen?
20. What specific mitigation strategies will be employed to counter electromagnetic interference from the HST's overhead catenary power supply with electronic and electrical devices in the Greater Gardner neighborhood, including North Willow Glen?
21. Which intersections in the Greater Gardner neighborhood, including North Willow Glen, were identified as "critical intersections" in the study area?
22. What highway and roadway improvements in the Greater Gardner neighborhood, including North Willow Glen, have been targeted for improvement in the next five years? Where are these improvements located in relation to any of the proposed alignment alternatives in this neighborhood?
23. In what other localities have programs been developed that encourage construction workers to carpool or use public transportation for travel to and from construction sites?
24. How will nighttime construction-lighting requirements for any of the proposed alignment alternatives in the Greater Gardner neighborhood, including North Willow Glen, be harmonized with efforts to reduce light pollution in either this neighborhood or adjacent neighborhoods?
25. How will nighttime construction-lighting requirements for any of the proposed alignment alternatives in the Greater Gardner neighborhood, including North Willow Glen, interfere with the Castle Rock State Park's designation as a dark sky preserve?

We respect that the HSRA has a great many questions to field regarding this project, and we thank you in advance for your consideration of our questions.

Kim Karcher
476 Atlanta Avenue
San Jose, CA 95125
kkarcher03@hotmail.com

Kris Livingston

From: RAG [raghiot@sbcglobal.net]
Sent: Sunday, April 05, 2009 6:58 PM
To: HSR Comments
Subject: High Speed Rail Comment, Sacto-San Jose, et.al.

California High speed Rail Authority,

I would like to express my total disagreement with whole concept of a high speed rail project to Southern California. The economy is in such a state that we need to spend less, not more debt dollars on futuristic 'high tech' boondoggles! In a completely unscientific poll of friends, relatives and neighbors, I was unable to find one person who ever used the existing rail service, (actually, I once took my granddaughter for a 'train ride', but I don't expect there are enough grandparents to support the line full-time and it will end up heavily subsidized) and they further stated that if / when there was a Sacramento to San Jose HSR or '2+ hour to LA' line in place, they would have absolutely no need or use for it. My greatest fear, however, is that once the initial funding is provided and planning begun, it will be an open ended check that will be written. Has there been a large tax funded project in recent (or distant) memory that was ever completed without 'cost over runs' and 'unexpected delays' and without the excuse that 'we must finish the project in spite of them now that we have committed to it'?

From what I understand, there will be no freight moved, which is the most efficient use of a rail lines. There will undoubtedly be numerous court cases over rights of ways which will cost even more tax dollars to try to force compliance and provide further delays. This is just my opinion, and will likely have absolutely no effect on the decision to spend money we can ill afford on a project we don't need.

Sincerely,

Roger A. Ghiotti
1207 Cortez Ave.
Burlingame. CA 94010

Kris Livingston

From: Steven J. Forster [roonieboon@gmail.com]
Sent: Sunday, April 05, 2009 5:39 PM
To: HSR Comments
Subject: Comments for the PROJECT LEVEL EIR/EIS, "San Jose to Merced HST"

To: Mr. Dan Leavitt, Deputy Director
Attn: San Jose to Merced, California High-Speed Rail Authority
From: Steven Forster, San Jose Resident
Subject: High Speed Rail Alignment Alternative through South San Jose.

I am contacting you in regards to a portion of the High Speed Rail (HSR) project that is planned to run from south San Jose to the Diridon station near down town San Jose. I've read about the possible elevated track option as well as the costly tunneling proposition but I feel that another, much more beneficial, option has not even been considered. This option, which I feel would be much more conducive to wise urban development, consists of a trade-off between the High Speed Rail Authority and the city of San Jose to place HSR down the medians of highways 85 and 87 while relocating the currently in-place VTA light rail line to Monterey highway. With public comment periods coming to an end and alternatives beginning to be finalized, I feel a great sense of urgency to get this off my chest.

I am a San Jose Native and have a great appreciation for our historic and picturesque neighborhoods, one of such is Willow Glen where I believe a 15 foot tall, 75 foot wide platform is proposed to be built to accommodate HSR. I am very excited about HSR connecting California but I agree with the peninsula cities on voicing their complaints about a Berlin wall running from San Jose to San Francisco. Though difficult, due to limited space, I hope the peninsula will be able to negotiate a better alternative. However, I feel that San Jose unknowingly has already built the infrastructure for HSR when we carved through houses and neighborhoods with highways 85 and 87 back in the late '80s.

Moving an entire transit line may seem like an outrageous idea at first but when you consider the alternatives such as building over and underpasses at each at-grade track crossing, procuring residential land, and possibly tunneling underground, the costs may balance or even turn out to be less expensive. Specifically, I think the trade-off should include the city of San Jose providing already built infrastructure to the High Speed Rail Authority in exchange for the fully funded relocation and construction of light rail down Monterey highway. Running down the median of Monterey Highway, this line could seamlessly connect north and south San Jose by beginning just blocks away from the current end of the Alum Rock – Santa Teresa line to tracks on South First St. in down town San Jose.

I have always felt that the median of a freeway is no place for light rail which is essentially San Jose's "street" car network. Such a network needs to be accessible to the high foot traffic and residential/commercial development of city streets. The irony in embarking on such a massive infrastructure project through south San Jose's neighborhoods for a high speed transit system which will not be accessible to any passengers between Morgan Hill and the Diridon station is outrageous. All the while a street car runs down the middle of a parallel freeway just blocks away. I honestly feel that a cost analysis of this alternative would prove its viability. Think about it, in exchange for an already built, grade-separated line complete with tunnels and bridges, HSR would simply have to carve down already spacious Monterey Highway to build a light rail line with no grade separations required. Furthermore, wouldn't it make more sense to send a train barreling down the middle of a freeway, which already has space for three tracks as well as overhead electricity lines, rather than send it speeding down residential streets and through quiet neighborhoods?

I think this makes sense for many reasons but I especially feel that Monterey Highway, which has become blighted over the decades, could really use an extreme makeover. I grew up in the Berryessa area of east San Jose right off of Capitol Ave. I am still amazed that they were able to widen that street enough to build a light rail line but I am more impressed on how nice Capitol Ave. looks now freshly paved with a ton of new greenery and sleek yet thoughtfully integrated stations along the route. With new development currently popping up down Monterey highway, such as the converted GE factory to a massive strip mall and talks to sell the county fair grounds to developers, now would be an excellent time to consider relocating the light rail line.

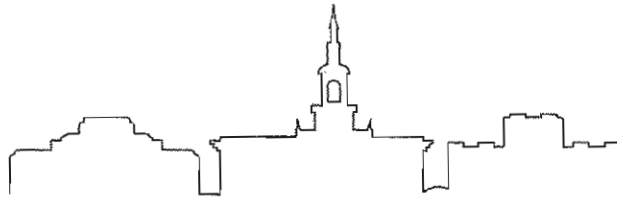
I am merely a concerned San Jose citizen who cares a great deal about smart future development for my city. I am an Air Force veteran of eight years who has returned to San Jose to pursue an education in Civil Engineering at San Jose State University. I hope you give my letter some thought and, if you made it this far, I thank you for taking the time to read it. I was very excited to see how much San Jose had changed during my absence and I am even more excited about our future.

Kris Livingston

From: brian grayson [brian@preservation.org]
Sent: Friday, April 03, 2009 9:41 AM
To: HSR Comments
Subject: San Jose to Merced HST
Attachments: High Speed Rail Comments Merced.pdf; ATT2561680.htm

Attached, please find comments from the Preservation Action Council of San Jose.

Thank you.



PRESERVATION ACTION COUNCIL OF SAN JOSE

Dedicated to Preserving San Jose's Architectural Heritage

April 1, 2009

Mr. Dan Leavitt, Deputy Director
ATTN: San Jose to Merced
High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt:

Preservation Action Council of San Jose (PAC-SJ) is dedicated to preserving San José's architectural heritage through education, advocacy, and events. We aim to integrate a strong commitment to historic preservation into the land use and development decisions of the City of San José that affect historic resources, as well as into the private decisions of property owners and developers. We try to bring owners and developers together to create historically sensitive projects that make economic sense.

PAC-SJ appreciates the opportunity to comment and ask the following questions for the San Jose to Merced EIR.

Greater Gardner Planning Area of San Jose -- South of Interstate 280 -- North of Willow Street:

The Greater Gardner Planning Area of San Jose was a unified neighborhood sliced by the Southern Pacific Railroad in 1936. Most homes in the neighborhood were built between 1880 and 1930. The City of San Jose Strong Neighborhoods Initiative (SNI) includes the Greater Gardner Planning Area. Through a community process, goals were established and set for the neighborhood and approved by the City Council. Among the top ten goals is the identification and preservation of historic properties for the City's historic inventory. A historic survey for a possible historic conservation district is planned as a strategy to achieve the approved goals. Within this context:

1. How will HSRA coordinate with the City of San Jose the identification and evaluation of historic properties within the Greater Gardner Planning Area and the nexus of the High Speed Rail right of way?
2. What metrics will the HSRA use to determine the level of significance of properties that are identified as qualified for the City of San Jose's historic inventory? How will potentially historic significant properties that have not yet been placed on the inventory be identified?

3. If a residence is identified as important for maintaining the context of the conservation district, but not individually important, i.e. a contributing structure, what range of mitigations will be offered?
4. If a residence is identified as eligible for the city's historic inventory or as a candidate for city landmark status, what range of mitigations will be offered?
5. Considering the effects of construction, e.g. pile driving, vibration of equipment, etc. what mitigation repairs will be offered to homes within the nexus of the project? Will the mitigations offered vary according to the age, the historic category? What levels of proof will be required of property owners?
6. Considering the long-term effects of the project, e.g. vibration, noise, what mitigation repairs will be offered to homes within the nexus of the project? Will foundations and/or stucco walls be covered? Will the mitigations offered vary according to the age, the historic category? What levels of proof will be required of property owners? What sound-proofing will be offered so that historic homes will maintain their historic integrity? What metrics will be used to determine if the impacts will constitute a "taking"?
7. Considering that a portion of the Greater Gardner Planning Area has been identified at risk of blighted conditions, to what extent will the impacts of the High Speed Rail increase the risk of blight, thereby placing the historic properties at greater risk? What metrics will be used to identify this level of risk and its significance?
8. The grade separation at Delmas Avenue retains the original 1936 architecture and Southern Pacific medallion. Will the HSR Authority attempt to retain this structure, or if it must be replaced, will HSRA use a design that is reminiscent of the original? Will the Southern Pacific medallions be re-installed on the grade separation? How will it be protected during construction? If not replaced, why not? What mitigation will be offered for the loss of this historic resource?
9. Several of the grade separations south of Diridon Station have the original Southern Pacific medallions. Will these be re-installed on the grade separations? How will they be protected during construction? If not replaced, why not? What mitigations will be offered for the loss of these beloved historic resources?

Cultural Resources -- Native American sites:

1. Tamien Station parking lot -- A significant Native American burial site is located on the east side of Tamien Station. A partial archeological excavation was made at the time of the freeway construction. The extent

Le Petit Trianon, 72 N 5th St., Suite 9, San Jose, CA. Mail: P.O. Box 2287, San Jose, CA, 95109-2287

www.preservation.org • Tel/Fax: (408) 998-8105 • info@preservation.org

PACSJ is a 501 (c) 3 non-profit organization. EIN: 77-0254542

of the burial site is not known; there may be more nearby. How will HSRA protect this site? Will construction schedules be designed so that if additional artifacts are found a qualified archeological anthropologist may examine and document the materials?

2. Willow Street at Guadalupe River -- This was a significant crossing of the Guadalupe River. Nearby there is a high likelihood of additional sites. How will heavy equipment operators be trained to identify artifacts? Will construction schedules be designed to allow for additional examination?
3. Communication Hill/Dairy Hill -- Native American archeological sites have been identified in several locations throughout this geological formation. How will heavy equipment operators be trained to identify artifacts? Will a construction schedules be designed so that if additional artifacts are found a qualified archeological anthropologist may examine and document the materials?

Cultural Resources -- Chinese camps:

1. Greater Gardner Planning Area -- Early newspaper reports and census data suggest a large number of Chinese workers on the Henry Coe and Isaac Bird properties in support of the Silk industry. Some stayed on to work on local farms and operate a Chinese Laundry. There may be a Chinese camp from the 1870s in the area. How will heavy equipment operators be trained to identify artifacts? Will construction schedules be designed so that if artifacts are found a qualified archeological anthropologist may examine and document the materials?

South of Tamien -- Historic Structures:

1. Monterey Road -- Coyote Grange Hall and Coyote Depot are on the San Jose Historic Inventory. Will the new right-of-way or the straightening of the alignment affect these historic resources? Will the tracks be closer? What impacts will there be from construction and the ongoing operation of the HST?

Thank-you for this opportunity to comment about the historic structures and cultural resources. Please note this is not necessarily an exhaustive list of all potential resources that may be affected but is an attempt to identify and raise questions about as many of them as possible. We may have additional issues as other options and alternatives are reviewed.

Sincerely,

Brian K. Grayson
Interim Executive Director

Kris Livingston

From: LAmes@aol.com
Sent: Wednesday, April 01, 2009 8:33 AM
To: HSR Comments
Cc: pierluigi.oliverio@sanjoseca.gov; district7@sanjoseca.gov; carol.hamilton@sanjoseca.gov; Hans.Larsen@sanjoseca.gov; David.Wemmer@parsons.com; dChesterman@valleywater.org; lisa.killough@prk.sccgov.org; albert.balagso@sanjoseca.gov; info@ridgetrail.org; Yves.Zsutty@sanjoseca.gov; john.brazil@sanjoseca.gov; board@wgn.net; 4chapmanfam@sbcglobal.net; rocast1@comcast.net; taisiat@comcast.net; harveydarnell@earthlink.net; mlroo1@sbcglobal.net; mvanevery@republic-urban.com; lawrence.ames@lmco.com
Subject: Comments for the PROJECT LEVEL EIR/EIS, "San Jose to Merced HST"
Attachments: Slide1.JPG; Slide2.JPG; Slide3.JPG

Mr. Dan Leavitt, Deputy Director,
California High-Speed Rail Authority

For your convenience, I am emailing you an electronic copy of the letter that I'm mailing you with my many of my questions and concerns that I would like to see addressed in the EIR/EIS for the San Jose - Merced High Speed Rail.

The attached files are the three graphics that are referenced in the letter.

Everyone on the "Copy to:" list: Since at least one of my concerns impacts you or your interests, I wanted to copy you so that you could see the concerns I raised. I'm sure you may have additional concerns that you will address in your own comments. (In order to save paper and postage, I'm cc'ing you only by electronic mail.)

If you have any questions, please feel free to contact me:
408/742-1798
LAmes@aol.com and Lawrence.Ames@LMCO.com

Thanks!

~Larry Ames

1218 Willow St.
San Jose, CA 95125
March 31, 2009

Mr. Dan Leavitt, Deputy Director
ATTN: San Jose to Merced, California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814
email: comments@hsr.ca.gov

re: Comments for the PROJECT LEVEL EIR/EIS, "San Jose to Merced HST"

Dear Sir,

I am very supportive of the High Speed Train (HST). I am pleased that the California High-Speed Rail Authority (Authority) has selected the alignment that goes through Pacheco Pass and San Jose: it will truly be a transformational event on the city.

I do have a number of questions, concerns, issues, and suggestions that I would like addressed in the EIR/EIS. I apologize in advance if some of these are already addressed in some of the existing documentation

Let me first discuss matters related to the alignment, starting from Merced in the Central Valley and heading to San Jose's Diridon Station:

Diablo Range

The tracks from the Central Valley to the Bay Area will have to cross the Diablo Range. This is basically undisturbed land, remote and wild enough that there have been plans to release condors in the area. I am pleased to see that the plans for the HST are to utilize tunnels in a number of locations which should minimize impact to the local ecology and habitat.

In the stretches where the tracks are not in tunnels, will they be on elevated structures, or will there be frequent culverts or other undercrossings so as to not impede the movement of wildlife? Will the Right-of-Way (ROW) be fenced off adequately to prevent deer and elk from jumping over the fence and getting caught on the tracks? And will train passengers be able to see over the fencing and enjoy the scenery?

Monterey Highway

Coming into the Bay Area, the HST will follow the Union Pacific (UP) tracks that are adjacent to Monterey Highway through Morgan Hill, San Martin, and Gilroy. There are a number of minor side streets and farm roads that will need to be closed off or else connected to a frontage road.

The UP tracks enter into San Jose proper through a narrow pass at the foot of Tulare Hill, near Metcalf Road. This pass is the planned connection of the Bay Area Ridge Trail, which currently comes down off of the Santa Cruz Mountains at Santa Teresa County Park, and is planned to skirt Tulare Hill, bridge across the Union Pacific Railroad and Monterey Highway, and then connect to the adjacent Coyote Creek Trail. Any plans for the HST in this region hopefully will be compatible with this nearly-completed roughly 400-mile-long regional trail system. (For more information, check out www.ridgetrail.org.)

The Tulare Hill region, being at the narrow point between the Santa Cruz Mountains and the Diablo Range, is also important to animal migration. According to reports quoted in www.greenfoothills.org/news/_PDFs/CGF_Summer07.pdf, the culverts that cross under Highway 101 are large enough for mountain lions, coyotes, bobcats, badgers, and other species to reach the other side, and video evidence shows they do use these culverts for passage. The HST will also need to accommodate this cross-valley animal movement.

In San Jose, presently there are several important roads that cross the existing Union Pacific tracks at-grade, and so I suppose the HST will need to provide new crossings for Chynoweth Ave., Branham Lane, and Skyway Dr.

Freeway 87

Going north, the HST follows the UP line around the base of Communications Hill and then parallels Freeway 87 from Curtner Ave. nearly to I-280. I have several concerns in this stretch:

- The soil is quite unstable in this region. CalTrans built Fwy. 87 just a decade or two ago, and almost immediately had to start an on-going effort to patch and smooth the dips in the road. Often it gets bad enough that CalTrans has to post "rough road" signs and lower the speed limit. Settling has been on the order of 6" or more in places, judging from cracks and gaps in nearby sidewalks and trails.
- There is an existing bike/ped walkway along Fwy. 87, located between the freeway and the UP tracks. (See www.sjparks.org/Trails/Fwy.87/Fwy.87Map.asp for details.) Both the trail and the UP tracks go

under an overcrossing at Almaden Expressway: is there adequate width in that undercrossing for the HST as well? Alternatives: (1) provide a tunnel through the Expressway embankment for an alternate trail alignment (although San Jose generally does not favor tunnels for trails); (2) bring the trail up to the level of the Expressway and cross at a signalized intersection (slowing traffic on the Expressway); (3) make a trail bridge over the Expressway (which might not meet ADA grade requirements); or (4) sever the trail and provide alternative routes (e.g., fully funding the nearby Guadalupe River Trail).

- North of Almaden Expressway, the Fwy. 87 trail is nearly at freeway level at the top of an embankment, while the UP tracks are at grade at the foot of the same embankment. Will constructing the HST affect the embankment, possibly further affecting the stability of the fill dirt under the freeway? Will it affect the trail at the top of the embankment?
- The UP tracks cross over (old) Almaden Road and Alma Avenue on bridges that were built around the 1930's in the classic style of the times and which may be historic. Will these bridges be demolished and replaced as part of the HST project? Will the bridges be evaluated for historic significance?
- New development is taking place along Fwy. 87 near Alma Ave. as part of "the Tamien Project". As part of the negotiations between City Councilmembers, Developers, and the Community, we were promised that the Developer would construct trail "on-ramps" from the Alma Ave. sidewalks up to the Fwy. 87 bikeway. Would the construction of the HST in this vicinity impact these promised trail connections?
- At the Tamien Station, the UP tracks come within 10' of the Fwy. 87 northbound on-ramp: it is so close that the Fwy. 87 bike path is routed beneath the curve of the freeway on-ramp. Is there room from the HST to be between the UP tracks and the freeway? If the HST is on the other (eastern) side of the UP tracks, then it will impact the newly constructed 11-story residential building at Alma, and also the City's day-care facility at the Tamien Station.
- Will construction of the HST in this stretch require the use of pile-drivers or other heavy construction equipment? If they are needed, care needs to be exercised so as to not cause settling of the fill-dirt that is supporting the freeway. Also, houses in the nearby neighborhoods are old and possibly on substandard foundations.
- Just north of Willow St., the Fwy. 87 bike trail is someday due to connect to a trail that is to be built as part of the Guadalupe River flood-control project. The HST in this region has to be compatible with the Santa Clara Valley Water District (SCVWD) plans for the Guadalupe, and with the San Jose bike-path plans as well.

the Three Creeks Trail (aka WG Spur Trail)

In this section of Fwy. 87 between (old) Almaden and Alma, the UP tracks cross the abandoned "Willow Glen Spur" rail line ROW at-grade. The WG Spur ROW, according to the City's strategic parks plan ("the Greenprint"), is destined to be acquired by the City of San Jose for a "rails-to-trails" conversion into "the Three Creeks Trail". This trail will connect together the Los Gatos, Guadalupe, and Coyote Creek Trails, as well as tying into the Fwy. 87 bike path – see Chart 1. Designs of the HST in this vicinity will affect the design, and cost, of the needed trail crossing. Chart 2 shows a proposal for the trail crossing, which shows the trail using the existing undercrossing of Fwy. 87, and then heading north and ramp up the embankment to the freeway level and the adjacent Fwy. 87 bike-path, crossing the HST and UP lines, and then ramping back down to grade and again following the WG Spur ROW. The sooner the plans for the HST line in this region are finalized, the sooner the details of the Three Creeks Trail bridge can be worked out. This trail will provide connectivity between the community and the nearby Tamien Station CalTrain/VTA Light Rail stop, and also connections between neighborhoods, local employers, shops, and local and regional parks. For more information, go to www.sjpark.org/Trails/WillowGlenSpur/FocusGroup-WillowGlenSpurTrail.htm; also see www.1-ames.com/3Crks/index.html for the briefing package I've presented to city and regional elected officials.

The northern Willow Glen / Greater Gardner Community

The one mile stretch of the HST between Willow St. and Diridon Station will probably be one of the most challenging stretches in northern California, and probably it will also have the most impact on residents. The posted plans call for the HST to follow the UP tracks as they curve to the left to cross over freeway 87, then go through the historic and well-established residential neighborhood and park along Fuller Ave., then curve to the right and cross Bird Ave. and W. Virginia St., straighten out and cross over I-280, then curve to the right again to cross Auzerai and San Carlos, and then finally straighten out to cross Park and approach the Diridon Station. My concerns:

- Will the tracks be banked? Will the trains squeal as they make the turns? Will the tracks be routinely maintained to minimize the noise impacts?
- What happens to Fuller Park? It is a narrow linear park about two blocks long which would be lost if the HST is on the western/southern side of the UP tracks. (If the HST is on the eastern/northern side, then an entire street's worth of homes would need to be acquired and demolished.)
- What will be the impacts on the adjacent residents? Will they now be facing sound walls? Will they have elevated trains looking down on their backyards?
- How will the HST cross Virginia Ave. at Drake St.? Currently the UP line crosses at grade. The HST line can not be depressed in this region due to the nearby below-grade I-280, so the choices are (1) cross at-grade, which would require severing Virginia Ave. (which in turn would isolate an 8-block community, leaving only a single, inadequate right-turn-in/right-turn-out access), or (2) elevated (with the added noise impacts and loss of privacy). This region is already severely impacted by I-280, CalTrain and freight trains on the UP line, and noise from being the landing pattern of the SJC airport: the area can not handle much more.
- Historic note: Willow Glen got its name because this region was once a willow-filled marshland between the Los Gatos and Guadalupe Rivers. The soil here is unstable and the houses are nearly a century old. Any heavy construction work is likely to damage their fragile and possibly substandard foundations. Will the HST take on the liability to repair or replace any incidental damage?
- Crossing I-280 will just require a new bridge: no problem.
- Judging by the posted plans, it looks like at Auzerai the HST will be ramping up to the Diridon Station, and so Auzerai will be grade-separated. If not, there would be significant impacts since Auzerai provides one of the main access routes to the planned and recently built high-density housing that is part of the Mid Town Specific Plan.
- On Auzerai, adjacent to the tracks, is the possibly historic Paradiso's café, which dates back to the old cannery days of the valley. Will it be impacted?
- High-voltage power lines follow along the Los Gatos Creek, and so an elevated HST structure would require the relocation of the support towers.
- The HST crosses the Los Gatos Creek at a very acute angle, and can have significant impact on the riparian habitat unless properly mitigated. The Los Gatos has been documented to carry salmon to their upstream spawning sites, as well as steel-head trout.
- The UP tracks cross the Los Gatos Creek, the San Carlos St. bridge crosses the UP tracks as they cross the Los Gatos, and the plans call for the HST to ramp up over the top of the San Carlos St. bridge as it crosses the UP tracks as they cross the Los Gatos Creek. Is this what is driving the height of the HST tracks, and thus the height of the proposed Diridon Station upgrade? Note that the San Carlos St. bridge is old, and some plans have called for its replacement as part of a proposed Rapid-Bus-Transit line down San Carlos from downtown.
- High density, high-rise development is planned for the Mid Town area. Proposals for "the Ohlone project" on San Carlos at Sunol call for 10 – 15-story residential buildings a few blocks west of the HST. What are the impacts of the HST on a highly-elevated track to this planned development?

Alternative Alignment for the Tamien to Diridon Section

I attended the HST Open House on March 25th in San Jose. At that meeting, I joined a conversation with a project engineer (David Wemmer) and several community members, and we started talking about

alternative alignments, including possibly following the freeways rather than the UP tracks. Refer to Chart 3, which shows an aerial photograph of the Willow Glen area: the red line is the currently proposed HST alignment along the UP/CalTrain ROW; the green line (the "Freeway Alignment") is a possible alternative alignment that resulted from that discussion.

Having done a little follow-up study of the matter, I believe that this alternative has great promise.

- Follow Freeway 87 north of Willow, paralleling the Guadalupe River. (This will require appropriate measures to avoid impacting the riparian habitat, and coordination with the SCVWD on their upcoming flood-control / City trail project.)
- Ramp up over Virginia and curve to the left over Fwy. 87, following the curve of the I-280-to-87 ramp. The curve on the graphic has the same radius of curvature as the presently planned alignment along the UP line. However, as the curve is closer to the Diridon Station, the trains will likely be moving slower at that point.
- Maintain elevation and cross over I-280 (which is below-grade at this point), and start curving to the right.
- Cross over Bird Ave. at Auzerais. Note: the corner of Bird/Auzerais/I-280 was the site of a derelict building that has since been removed: the lot is empty.
- Continue north towards San Carlos, going over two gas stations and a convenience market/car-parts store: no impact to residential communities, and the businesses could continue to operate beneath the tracks.
- Cross over San Carlos at the foot of the bridge: there is no need to have the HST tracks elevated as high as presently planned.
- Cross the Los Gatos with a short bridge: minimal impact to the Los Gatos.
- Between the Los Gatos and Park Ave. is San Jose's Fire Training Station. The San Jose Parks Department's officially adopted Strategic Plan ("the Greenprint") calls for this parcel to become a major city park along the Los Gatos Creek Trail; others have plans of tearing down the training facility for housing. If the HST crosses the parcel, the land is still suitable for the designated parkland, but would be less desirable for the housing.
- Cross Park Ave. (which is below-grade here at the UP tracks), and enter the Diridon Station, perhaps at a lower elevation, without the need of a mezzanine and an oversized station.

Advantages:

- minimal impact on residential communities: Virginia Ave. is not severed, and this avoids elevated trains in residential front- or backyards.
- less cost(?), as the tracks are lower, not having to cross over the top of the San Carlos St. bridge.
- no loss of parkland, as Fuller Park remains untouched.
- historic residential areas and the historic business are spared.
- smoother ride: a single left turn followed by a single right turn; rather than a rapid sequence of left, straight, right, straight, right turn.
- a faster ride: the trains don't have to slow down early since the curves are closer to the station where the trains are slowing down anyway.
- and it would give a grand view of downtown San Jose as it swoops over the I-280/87 interchange.

Disadvantages:

- larger impacts on the Guadalupe River and future trail
- impacts to a couple gas stations and shops
- traffic impacts on I-280 and Fwy. 87 during construction.

Other issues and concerns

In addition to the alignment, I have a couple other issues and concerns:

Electrical

I am pleased that the train system will be electrified: this will help improve air quality and reduce noise.

Overhead Wiring

I do have a number of questions about the overhead wiring:

- Doesn't the use of overhead wiring require larger overhead clearances, thereby increasing the cost of bridges and tunnels?
- Are there environmental impacts of having overhead wires? I recall from my term as a County Park Commissioner that they can sometimes be an issue as they can provide a convenient rest for a raptor awaiting a prey. (At the Alviso Marina County Park, overhead structures had to be minimized to avoid impacting the endangered salt harvest mouse.)
- Overhead lines just are not pretty. The tracks will go through residential areas, some of which are working to have existing utilities undergrounded. Some of the residential neighborhoods are already facing a number of other negative impacts (e.g., freeway noise and low-flying airplanes) and don't need another blight-factor.
- In addition, isn't overhead wiring more expensive? The wires require poles, bars, tensioners, and guy-wires in addition to the actual electrical wires, and I would imagine that they all will require frequent maintenance to keep them properly tensioned and aligned. The alternative is an electrified third-rail, which can be hazardous in many situations, but here the HST ROW is to be totally sealed. (Also, the speed of the frequent on-coming trains will make the ROW dangerous whether or not there is an electrified rail!) By the way: will there be easy-escape doorways from the HST ROW, for emergency egress?

Ground Fault Interrupts

Whether the power is supplied by overhead wires or electrified third-rail, I hope that there will be GFI-protection, in case some child is playing with a balloon on a string that drifts across the lines.

Backup Power

Will the trains have batteries or a backup generator of some sort? I would hate to have all high-speed rail connections between LA and the Bay Area halted for hours just because someone drove into a power pole somewhere.

Solar?

Many of the trains will run during normal business hours, which generally is during daylight. Has the Authority looked into using solar photovoltaics to power, or at least supplement, the needs of the HST?

Noise

How loud will these trains be? While I am a physicist and can give a working definition of decibels, I would prefer to have the noise levels compared to familiar sounds: will the HST be louder or quieter than the freight trains that currently rumble down those tracks? Are they louder or quieter than the nearby freeways that also impact neighborhoods in Willow Glen? How do they compare to the airplanes flying overhead? And what about the pitch: are they a low rumble, a screechy high-pitched scratch like the VTA Light Rail making the turns downtown, or the squeal like BART in the East Bay?

- track maintenance: will the tracks be maintained regularly (e.g., track grinding) to minimize the noise?
- will there be sound walls in residential communities?
- is it possible to do "tuned dampening", e.g., with resonant cavities, tuned to absorb the squeal of the HST wheels?

HST Traffic Projections

The Draft EIR shows the anticipated number of trips through the various stations, but they don't indicate which way they're going: are the southbound trains going south to LA or east/north to Merced and Sacramento?

How many of the trains fly right through the station without stopping? (And how fast do they fly through the station?)

Oakland Connection

Why does the state route map, as presented in the .PDF file on the website, show a pink line connecting San Jose to Oakland? (Also, the "Appendix 2-E: Cross Sections" .PDF file shows all the technical drawings for the Oakland/San Jose route.) It is indicated that it is not part of the initial phase, but why is it needed at all? We here in San Jose are taxing ourselves for the next twenty to thirty years to pay to extend BART to San Jose, which is supposed to provide the same connection: if the HST also provides that connection, then we will be losing money on the BART connection and will never get out of debt!

Technical correction

In the "Appendix 2-E: Cross Sections" .PDF file, Fig. PP-2, p.2E49, the graphic shows 16' clearance between the roadway and the level of the tracks: I assume that should show instead the roadway clearance (i.e., to the bottom of the overpass structure).

In conclusion...

I look forward to having the High Speed Train connect San Jose to the rest of California. I am generally pleased with the overall route and the technical designs. I hope that impacts to habitat and recreational/bike-transportation trails can be mitigated.

I hope impacts to the residential communities can be avoided as much as possible. Accordingly, I hope you will evaluate the I-280/Fwy. 87 "Freeway Alignment" as an alternate to the "UP ROW" alignment in the Willow Glen region near the Diridon Station.

I look forward to continued involvement as the plans progress! Please keep me informed!

Thank you,

Dr. Lawrence Lowell Ames
email: LAmes@aol.com

cc: Pierluigi Oliverio, Councilmember, San Jose District 6
Madison Nguyen, Councilmember, San Jose District 7
Carol Hamilton, San Jose Planning Dept.
Hans F. Larsen, Deputy Director, San Jose Department of Transportation
David Wemmer, HST Sr. Project Manager, Parsons
David Chesterman, Guad. Watershed, Santa Clara Valley Water Dist. (SCVWD)
Lisa Killough, Dir., Santa Clara County Dept. of Parks & Recreation
Albert Balagso, Dir., San Jose Dept. of Parks, Rec., and Neighborhood Services
Janet McBride, Executive Director, Bay Area Ridge Trail Council
Yves Zsutty, San Jose Trails and Pathways Coordinator
John Brazil, San Jose Bicycle and Pedestrian Coordinator
Boardmembers, Willow Glen Neighborhood Assoc. (WGNA)
Helen Chapman, Shasta/Hanchett Park Neighborhood Assoc. (SHPNA)
Roger Castillo, Salmon and Steelhead Restoration Group
Tai McMahon, Save Our Trails
Harvey Darnell, Greater Gardner Neighborhood Advisory Cmte.
Michael LaRocca, DelMonte Neighborhood Advisory Cmte.

Michael VanEvery, Green Republic, Ohlone Project Mngr.

New Low Prices on Dell Laptops - Starting at \$399

chart 1

Opportunities: the 3-Creeks Trail

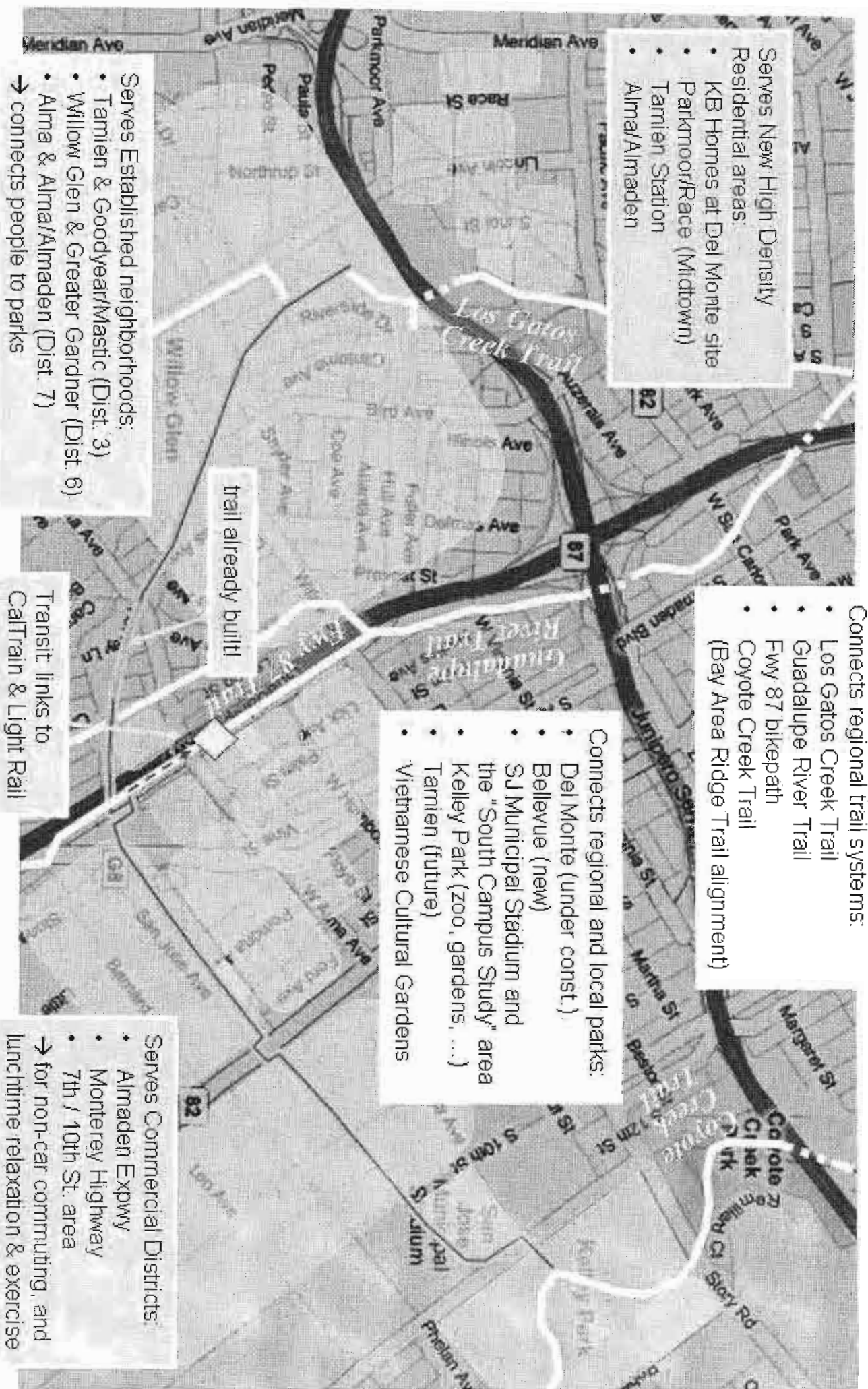


chart 2

Concept for Bridge of UP ROW

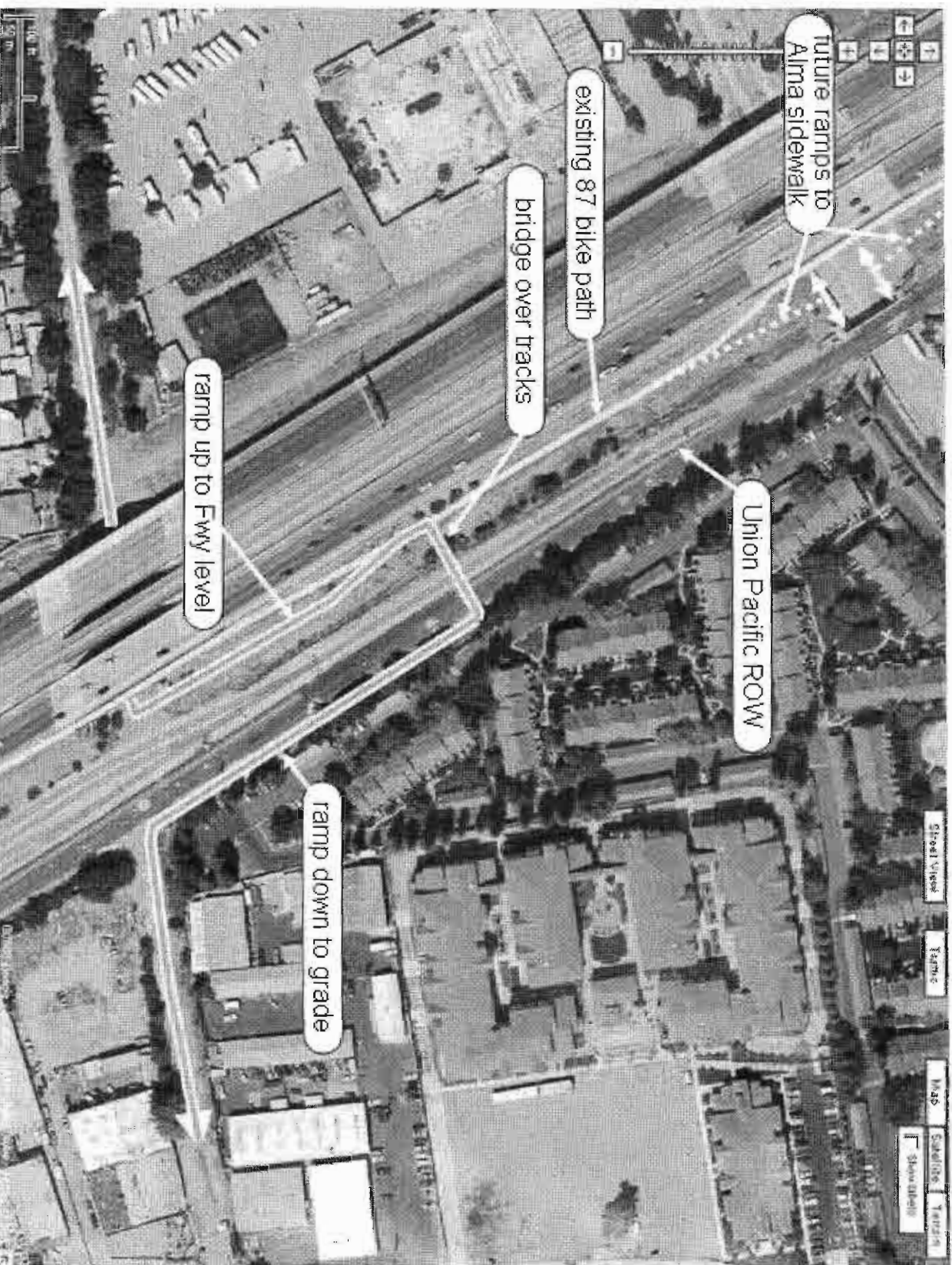


chart 3

downtown San Jose

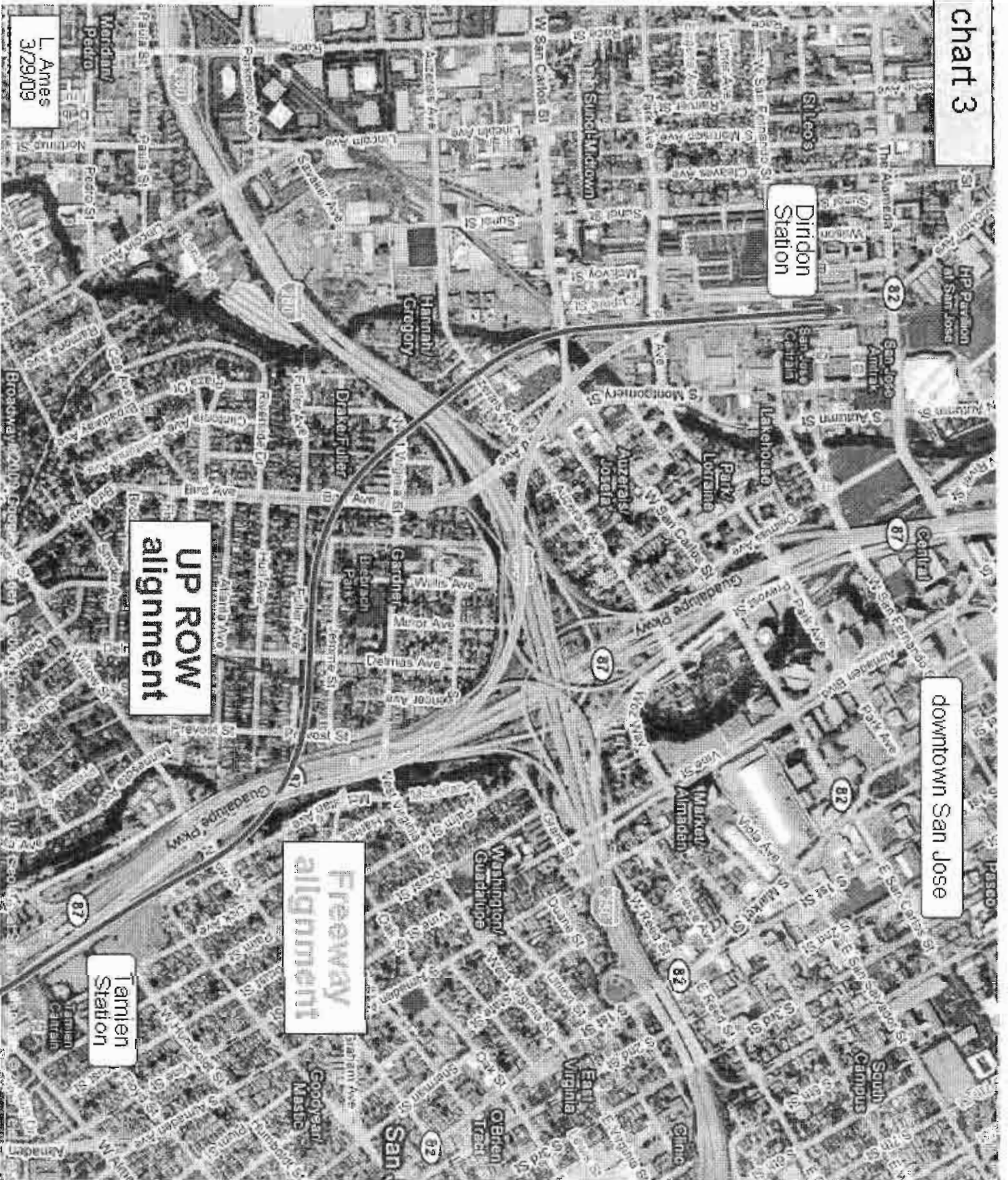
Diridon
Station

UP ROW
alignment

Freeway
alignment

Tamien
Station

L. Ames
3/29/09



Kris Livingston

From: Mark B [furrybeast@iname.com]
Sent: Tuesday, March 31, 2009 12:52 PM
To: HSR Comments
Cc: Mike & Leslie Villalta; Eddie Gutierrez (2)
Subject: San Jose to Merced HST

Greetings to the CA. High-Speed Rail Authority:

A train stop is needed in Los Banos/Santa Nella because (1.) of the large carbon footprint left by commuters from here

thru Pacheco Pass to Gilroy - San Jose; (2.) CA. state itself projects Los Banos - Santa Nella area to be 1 of 3 hubs of major

population growth in the Central Valley in the next few decades. Talk about environmental impact! Furthermore, no one can

tell me that an environmentally suitable site for the depot cannot be found SOMEWHERE between or near Los Banos or

Santa Nella - I know the area! If people want it done, it can & will be done. As for the train being able to reach 200 mph, (1.)

there are already other stops planned, such as along the Hwy. 99 corridor, which are at least as close together as Los

Banos/Santa Nella & Gilroy, and (2.) you can do what CalTrain (Salinas - San Jose - San Francisco) has done for a long time:

develop a schedule that runs, especially during peak demand times, some trains as express trains with fewer stops, & others

that stop at every depot, including one at Los Banos/Santa Nella.

Thank you for your (re-)consideration of this important matter as you build the most important U. S. transportation project

of the 21st Century!

Yours,

Mark R. Brux & Eddie Gutierrez

1805 De Anza Way

Los Banos, CA 93635-5363

(209)-827-9144

Kris Livingston

From: Kin Cheung [kin.l.cheung@gmail.com]
Sent: Friday, March 27, 2009 3:24 PM
To: HSR Comments
Subject: "San Jose to Merced HST"

Dear Sir/Madam,

My townhome is located next to the Caltrain Rail track. I can deal with the noise when the trains pass through. BUT THE REAL PROBLEM IS THE LOUD ALARMING HORN SOUND. It wakes me up in the middle of the night everytime when the driver sounds the horn. I always wonder the necessity of sounding the horn.

My question is: will the High Speed Train share the same rail track as Caltrain? If yes, that means more trains will pass through and resulting in more noise. I AFRAID THAT THE INCREASED FREQUENCY OF THE LOUD HORN SOUND WILL BECOME UNBEARABLE FOR MOST RESIDENTS NEAR THE RAIL.

My suggestion is to put the sections of High Speed Train Rail underground where it passes through downtown San Jose and other densely populated areas in the city.

Thanks for listening...

Kris Livingston

From: JLucas1099@aol.com
Sent: Friday, March 27, 2009 12:31 PM
To: HSR Comments
Subject: High-Speed Rail scoping document availability in local libraries

Mr. Dan Leavitt, Deputy Director
San Jose to Merced
California High-Speed Rail
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Dan Leavitt,

When notification first was publicized about the Project Level EIR/EIS Scoping meetings on the San Jose to Merced Section High Speed Train I contacted your staff about where hard copies of this document could be reviewed. I was notified that reference data for this scoping of the Project Level EIR/EIS were at Menlo Park Library in San Mateo County and Los Gatos Library in Santa Clara County.

I have yet to find this reference data at these two libraries, and therefore refrained from attending this past week's scoping meeting in San Jose or attempting to comment on it without a grasp of the proposed route and its possible environmental impacts.

Earlier, I did attend the public hearing in Palo Alto but did not speak as no record was being made of public testimony. This did surprise me as thought that recording public comments was a basic premise of a public hearing.

As some time still remains to submit written comments, I would appreciate knowing where I can review this project level EIR/EIS in hard copy, as internet review is unfeasible for me.

Thank you very much for your attention to my request in this matter.

Libby Lucas, Conservation
CNPS Santa Clara Valley Chapter
174 Yerba Santa Ave.,
Los Altos, CA 94022

Feeling the pinch at the grocery store? [Make dinner for \\$10 or less.](#)

Kris Livingston

From: Tom Sawyer [tomsawyerinsanjose@gmail.com]
Sent: Wednesday, March 25, 2009 7:01 PM
To: HSR Comments
Subject: EIR Questions for High Speed Rail between San Jose and Merced

1) One of the proposed environmental benefits for HSR is that it will reduce the transportation carbon footprint. HSR folks are claiming it is 1/5 the emissions of a car and 1/3rd of an airplane. However, technologies change and this claim cannot be validated without comparable estimates for electrical usage of HSR - particularly so when its usage is during the more usage-constrained daytime.

An estimate of KW/hour/passenger-mile would certainly help validate/disprove this claim.

2) What provisions would be taken to protect the track from terrorists? The French TGV has had more than one threat made against it.

3) What is the projected percentage of passengers that would switch from using the San Jose Airport to HSR; same for SFO and LAX?

4) At the February pre-EIR meeting we were told that the \$50 ticket to LA that was quoted in election materials was not based on any cost-recovery model, but was derived by dividing the current airfare in half. What are the projected ticket costs.

5) What are the projected passenger profile percentages - business person, couples, families with 2 or more children? Will families really take it to Disneyland or will it be business train?

6) How will the loss of property values for folks near the right-of-way be assessed?

7) What can be done to avoid dividing neighborhoods?

8) Can a speed and noise profile be provided for the route from San Francisco to Los Angeles?

Tom Sawyer
1507 Shasta Avenue
San Jose CA 95126

Kris Livingston

From: info@hsr.ca.gov
Sent: Wednesday, March 25, 2009 5:55 PM
To: Info @ HSR
Subject: CHSR Contact

CHSR Contact.

Contact Name: Art Collins
Company:
Phone: (408) 281-0461
Email: g5mac@sbcglobal.net
Website:
Comment:

We are hearing rumors that our homes may be impacted (lost) due to this project. It would seem to me that this would be a concern for many of us who live in the San Jose (monterey) corridor. I find it troubling that we have not been notified of public hearings on the subject and that many of us have received no communication about this project. This can cause a public outcry and certainly has an impact on our lives, that was not communicated prior to the election. This is unacceptable and we have a right to know what's going on in this corridor relative to the project.

Kris Livingston

From: Debbie Palmer [deb@writerguy.com]
Sent: Wednesday, March 25, 2009 2:38 PM
To: HSR Comments
Subject: San Jose to Merced HST

Comments for the Scoping phase of California High Speed Rail
submitted by: Debbie Palmer, 526 Fuller Ave., San Jose, CA 95125

HSR permeates the Greater Gardner neighborhood of North Willow Glen, which is currently operating under a "Strong Neighborhoods Initiative" (SNI) redevelopment plan in the City of San Jose. The HSR must not violate the neighborhood redevelopment "action plan".

Livability of the communities through which the HSR passes is paramount to the success of this project. The impacts people are most concerned about are sound/noise and visual/aesthetic.

With that in mind, here are my suggestions:

THE IDEAL, of course, is that wherever the HSR passes through urban space, *it should go underground*. This would eliminate both noise and visual impact, and has the added bonus that the corridor could be anywhere (and the route optimized – shorter distances, faster travel); it doesn't need to follow the existing rail corridor. Bart runs under San Francisco Bay, so we know it can be done. New York City has three levels of trains underground, including the station. We can do this too.

Putting the HSR underground also eliminates costly buyouts of the many, many property owners who must be compensated if they are ousted by eminent domain. The higher cost of undergrounding would be offset by the savings in not having to compensate property owners.

Putting the HSR underground also allows much higher speeds in urban areas and high speed is the whole point of HSR.

IF, however, it must be above ground:

1) Elevate it on some sort of structure which allows air and sunlight to reach the space below it, i.e. not on a solid wall (see below for more on this subject). Involve an architect as well as engineers, to develop an aesthetically pleasing design. Our newer elevated freeways are not a bad example, with their pleasing curves and open-air space underneath.

1a) With the track elevated in such a manner, the land below the corridor could be put to good use, i.e. it could be designated as urban agricultural land. It could be used for farming; or for rotationally managed pasture – cattle, goats, sheep; or for community gardens; or for all of the above. For any information about rotationally managed pasture, contact Joe Morris of Morris Grassfed Beef joe@morrisgrassfed.com

2) Make the trains silent by enclosing the rail (through urban areas) in some sort of tube, with clerestory windows to allow natural light into the trains. Involve the engineers/architects in designing ease of maintenance (of windows – replaceable/cleanable, etc.) into the overall plan.

2a) Do NOT try to mitigate the noise of the train by super-insulating or sound-proofing nearby homes – no one wants to be a prisoner of their home; we want to be able to enjoy the outdoors as much as we are able to do now!

2b) Do NOT use the decibel level of existing trains as a guide for how much noise the HSR can generate. The HSR will be coming through the area much more often, so this is not a valid comparison.

2c) The full length of the 'roof' or top of this enclosed structure could be solar collectors. Work with local and regional energy agencies; perhaps a deal could be struck between the energy agencies and the HSR authority which would save money for both: the energy agencies would have a place to install solar (real-estate for this can be hard to come by in urban areas!), and the HSR authority could have some of the cost of building the rail offset by this. Alternatively, the HSR authority could use the energy generated to supplement the power needed to run the trains.

Compensate immediate neighbors of HSR corridor. Property values have completely plummeted for any residences immediately adjacent to the proposed HSR corridor. If you are going to run HSR through residential neighborhoods, you could 'buy' homeowners' acquiescence by offering them 1 ½ times the value* of their homes, giving them the choice to either stay or leave. *Value must be defined fairly: perhaps as the average value over the last 10 years -- but NOT including the value as a result of the presence of the HSR in that average -- so as to take into consideration the ups and downs of the market.

Kris Livingston

From: Julie Benabente [zillah2@pacbell.net]
Sent: Saturday, March 21, 2009 3:16 PM
To: HSR Comments
Subject: San Jose to Merced HST

To Whom It May Concern:

I am a San Jose resident who regularly makes trips to the Central Valley (Merced in fact) to visit family and friends. I am writing to express my enthusiastic support for the planned high speed train plans that include a link from San Jose to Merced. Right now, to get to/from Merced to San Jose on public transit, the best route is to travel on Amtrak from Merced to Stockton. Then you must wait to transfer to a bus from Stockton to San Jose. This is at least a 4 hour trip - approximately 2 hours by car - and very inefficient considering that San Jose and Merced are nearly East-West from each other.

A high speed train would better link the South Bay to the Central Valley and I believe that many people would use it given the convenience of the route and speed of travel. In addition, this plan would result in significant benefits to the environment through reduced fossil fuel usage. I fully support this plan even if it involves additional taxes/fees down the road. My only request is that we put it in place as quickly as possible to start realizing the benefits sooner rather than later. Thank you.

Julie Benabente
732 Northrup St. #121
San Jose, CA 95126

Kris Livingston

From: Bob Rieger [rrieger1950@sbcglobal.net]
Sent: Thursday, March 19, 2009 10:36 AM
To: HSR Comments
Subject: San Jose to Merced HST

I attended your exhibit in Merced and have a few questions that I would like answers to. While I realize that all of this is in the early planning stages, I feel that, as a tax payer, I need some re-assurance that this project would indeed benefit Merced County.

1. While your plans are stating that there is a possibility of a Maintenance Facility in the Merced area, is this just to get our support for the expenditure of our tax dollars or are you really thinking about putting it here?
2. If you are really thinking about putting the Maintenance Facility here, What is the possibility of hiring these maintenance people from the local area or will they be hired from other areas and brought in to maintain the trains?
3. What will it cost my grandchildren to subsidize this venture in the future?
4. How much ag land will be taken out of production to provide right of ways for this project?
5. How much residential property will be taken off the tax roles to provide right of ways?

Robert Rieger
Atwater, Ca.

Kris Livingston

From: Peterson, Roy [rpeterso@water.ca.gov]
Sent: Monday, March 09, 2009 10:38 AM
To: HSR Comments; Dan Leavitt
Subject: FW: San Jose - Merced HSR EIR/EIS Scoping Material Request

From: Peterson, Roy
Sent: Monday, March 09, 2009 10:32 AM
To: 'dleavitt@hs.ca.gov'
Subject: San Jose - Merced HSR EIR/EIS Scoping Material Request

Hi Dan,

Can you send me the materials for the three scoping meetings you have planned for the San Jose – Merced project EIR/EIS?

My new DWR address is:

Environmental Compliance & Evaluation Branch
Division of Environmental Services
California Department of Water Resources
3500 Industrial Boulevard, 2nd Floor
West Sacramento, CA 95691-6521
Mailing: P.O. Box 942836, Sacramento, CA 94236-0001

Thank you for your help.

Best wishes,

Roy

Roy M Peterson, PhD | CA Department of Water Resources
Phone 916-376-9790

Kris Livingston

From: Robert & Felecia Mulvany [revmulvany@sbcglobal.net]
Sent: Saturday, March 07, 2009 7:27 PM
To: HSR Comments
Subject: "San Jose to Merced HST"

Mr. Dan Leavitt, Deputy Director,

The proposed rail route should not cut thru old Willow Glen residential neighborhoods, instead it should continue north toward the Highway 87/280 maze.

The rail line should tunnel under Virginia Street between Highway 87 and the Guadalupe River. This whole section of the river is being reworked for flood control and the Virginia Street Bridge is getting rebuilt anyway. After crossing under Virginia Street the rail line would raise and then cross over the Highway 87 to North and South 280 lanes with a Railway Bridge. This bridge could have a support column in the open area between the Northbound Highway 87 and the 280 North lanes.

The railway bridge would then cross over Highway 87 and the light rail line just South of the 87 South to 280 South overpasses. It would continue crossing under the 280 to Highway 87 south bound overpass and the 280 North to Highway 87 North overpass. At this point it would cross under Highway 280. This area is partially elevated so that the rail line would only need to partially excavate this section. After crossing under 280 the rail line would continue in a tunnel under the 87 south to 280 North on ramp and the 280 north to Bird Ave off ramp. It would continue under Bird Ave and then rise to ground level between Bird, Auzerais and Royal and then rise to a bridge over San Carlos Ave and the Los Gatos Creek.

The commercial properties between Bird, Auzerais, Royal and San Carlos would be the only properties that would require eminent domain as apposed to a city park and 45 homes on Fuller Ave as well as the homes on Harrison Street and Drake Avenues.

I also wish to point out the proposed High Speed Rail route will also negatively impact the bike trail located between the current rail line and highway 87 from Curtner Ave North to Willow Street. The proposed rail route must provide a pedestrian and bike bridge across the rail line for the Three Creeks Trail as it crosses under Highway 87. This trail is in the San Jose City Master Plan.

The rail line also needs to provide proper access for the Los Gatos Creek Trail. The section from Auzerais to San Carlos North is vital to the community.

Bob Mulvany
1516 Curtiss Ave
San Jose, CA 95125

Member of the Willow Glen Neighborhood Association

Kris Livingston

From: Charlie Larson [djciv@garlic.com]
Sent: Wednesday, March 11, 2009 8:20 PM
To: HSR Comments
Cc: Alex Larson; djciv@garlic.com
Subject: do you have?

Do you have a physical model of the high speed train that can be brought to an area to be viewed?

How about the actual full scale train? Perhaps it can be brought to Gilroy and parked at the Gilroy Transportation hub for exclusive viewing for participants of our event. Another spot might be the spur to park the Bullet Train would be the spur just off of Bolsa Road.

Imagine the great photographs of the high tech train against the agricultural background and beautiful hills. A public showing could also be done through press releases and after the hours in which our participants would be able to take a look and kick the tires so to speak. LOL We are considering doing an event to promote the high speed train and small airports for fast planes at ADAGIO in the Gilroy CA 95020 area. Tentatively called Planes, Trains and California Wines.

We're hoping to create an event where people will flyin to either the San Martin or Hollister Airport and then be brought by limo or limo bus to ADAGIO for the event. Guests may also arrive by the CALTrain to the Gilroy Transportation Hub where they will also be brought to ADAGIO. During the day a visit will be arranged to see the High Speed Train and the guests returned to ADAGIO for more food and wine.

Hotel and motel bargains will be arranged Please let me know what kind of large scale models you have available already, and send pictures of the displays and videography for online or offline display.

We are along the Pacheco Pass selected route so I think many supporters in this area would love to see and celebrate this tax payer funded advance for the future.

#7 Provide
rankings/made
Public meeting

#7 Outreach
illustration

Charlie Larson
djciv@garlic.com
<http://www.ADAGIOweddings.com>
<http://www.GarlicShoppe.com>
<http://www.RapazziniWinery.com>

PS PLEASE FORWARD THIS EMAIL to the right person ASAP.

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:39 PM
To: Kris Livingston
Subject: FW: san francisco to San Jose HST

-----Original Message-----

From: tessa Woodmansee [mailto:tessaw@mindspring.com]
Sent: Friday, April 10, 2009 7:25 PM
To: HSR Comments
Subject: san francisco to San Jose HST

HST SCOPING:

Here are some comments for the scoping questions of the Environmental Review Process for the SF to San Jose section.

#1 intro

These comments would apply to both legs of the hsr i.e, the S.F. to San Jose section and San Jose to Merced too please forward to them as well.

The issue of noise at Stockton and Taylor

#1 noise

How many trains would be going by each day?

#2 #of trains

The need for plans to improve the pedestrian and bike friendly access at Stockton and The Alameda and around the entire Diridon Station and the HP Pavillion area to make this more pedestrian and bike friendly and to deal with the high car load in this area as well many new designs have to be put in place at this intersection. In addition, the Taylor and Stockton interesection all the way to the highway needs to be improved for pedestrian and bike safety. The high speed rail will increase traffic to the whole community and will put a lot of traffic both car and pedestrain and bike in these areas which are currently horrendous for both bike and pedestrian safety.

#1 traffic & circulation

HSR needs to improve these infrastructures to facilitate the high demand in and around the Diridon Station.

#1 traffic

HSR also needs to improve the pedestrian safety and walkability of Stockton Ave from Taylor to the Alameda.

circulation

Thank you,

Tessa and Cat Woodmansee
641 Stockton Avenue
San Jose, Ca 95126

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:40 PM
To: Kris Livingston
Subject: FW: High Speed Rail in San Jose

From: millergals@aol.com [mailto:millergals@aol.com]
Sent: Friday, April 10, 2009 6:30 PM
To: HSR Comments
Subject: Fwd: High Speed Rail in San Jose

Dear Sir/Madame:

I am writing to express my objection to the proposal to run California High Speed Rail (CAHSR) down the Monterey corridor, directly adjacent to Silver Leaf neighborhood.] #9 opposition

Before I begin, I first want to express my frustration with the manner in which public meetings were held. Meeting dates/ times were not broadly communicated, and meeting times were set during standard business hours, so as limiting the public's ability to attend and make their voices heard.] #7 poor outreach
#7 poor outreach

On the matter of CAHSR, I have done much study on high speed rail in Japan and Europe.] #2 compare to foreign system
Noise seemed to be a big issue in Japan, resulting in legal action by the some in the Nagoya community. As a result, laws were passed setting maximum noise levels and structural/operational changes to the rail were made, to include reducing speed in densely inhabited areas. My concern is that CAHSR stated that speed reductions were not under consideration, as they had to meet designated time to destination goals. I see this as a major concern.] #1 Noise
#2 compare to foreign system

After the opening of the Tokaido Shinkansen, a noise problem in the Nagoya area was pointed out. In 1975, environmental criteria were decided as follows:

- , Under 70 hon: Residential area, outside house
- * Under 75 hon: Commercial area, outside house

The Nagoya noise problem provided a good lesson for the *Tohoku* and *Joetsu* lines.

These new lines were improved as follows:

- 20m wide environmental zone (both sides of right-of-way)
- Noise barrier
- Improvement of track ground
- Improvement of track basement
- Speed decreased through densely inhabited districts

#2 compare to foreign system
#1 Noise
#2 buffer zone

CAHSR is talking about taking at least half of Monterey highway, with high speed rail cars passing at upwards of 200 MPH directly behind our homes, a minimum of 14 times an hour!!!! That does not even consider the additional runs, at all hours of the night, once freight runs are instituted. The negative impacts of CAHSR on our neighborhood are certainly not limited to environmental noise. The issues are many and profound. The following is a partial list: #1 noise

- Decreased property values and potential home seizures #6 property values
- Neighborhood safety compromised-potential of serious accidents at extremely high speeds #1 safety
- Increased congestion as a result of the narrowing of Monterey, at a time when a new housing development is also planned #1 traffic & circulation
- Destruction of SL neighborhood aesthetically (cute entrance ways and planted median replaced by large ungainly and likely graffiti covered sound walls on both sides) #1 Aesthetics
- Damage to neighborhood homes due to shaking and vibration #1 vibration
- Isolation of Silver Leaf neighborhood (sound walls on each side cutting off our community from neighboring communities, the new police substation, etc) #1 Noise, #1 EJ community separation
- Construction noise and obstructions. Rail operation noise #1 Noise, #1 Const. impacts
- Isolation of neighborhood businesses...potentially resulting in store closings #6 local businesses

We need real answers, not another meeting which espouses the glories of high speed rail with pretty photos. What we need are clear specifics on what the rail means to our neighborhood to include: #11 intro

- Planned location and its impact on Monterey Highway (design documents which clearly show location and impact on the neighborhood) #2 station locations
- Forecasted impact on home values (ie home values study) #6 property values
- Plans for the sound wall and technical data re: sound emitted and blocked via sound wall (this data should be available from Japan) #1 Noise, #2 compare to foreign system
- Size, material make up, and proposed location of the sound wall. Responsibility for maintenance of this wall re: graffiti clean up, etc. #1 noise
- Plans re: the pedestrian bridge and connection to the new development/park from SL #1 traffic & circulation
- Law enforcement access to our neighborhood (considering the new substation will be on the opposite side of the rails) #1 safety, #1 public services
- Traffic control (assuming the narrowing of Monterey and continued high traffic from Walmart and the new development) #1 traffic & circulation
- Effect on local businesses #6 local businesses
- Effect on plans to landscape and repave Monterey #1 Aesthetics

- Legal recourse for constituents for damages to their homes resulting from shaking/vibration.

#1 vibration

- Construction (time frame, staging, noise, potentially hazardous waste, clean up, etc.)

#2 construction phasing #1 const impacts

- Connectivity with greater San Jose (with sound walls on each side isolating SL)

#1 El community separation

- Health risks posed from close proximity to high electrical current

#1 Hazards

- Fail safe measures to ensure safe operations of the rail

#1 safety

Seismic structural project reinforcements

~~central project reinforcements~~

#1 Geology & soils

- Effect on historic landmarks-Historic El Camino Real and Almaden Quick Silver Mines

#1 Historic resources

I have completed much study re: Japan and Europe's high speed rail and have significant concerns, even to its profitability. I will continue to educate myself so as to ensure that the Silver Leaf neighborhood is not railroaded, figuratively or literally. Should the decision be made to move forward with the current proposal and our concerns not be adequately addressed, I will personally lead the charge for our community against CAHSR to include the possibility of filing or joining existing legal actions against CAHSR. It is my hope, through the scoping process, that CAHSR will give very serious consideration to the above concerns and will select an alternate route that does not impact the Silver Leaf community, its neighbors or history.

#5 profitability

#11 conclusion

Regards,

Deborah Miller

Silver Leaf Resident

SLNA Board

Delegate Silver Leaf Coalition/City of San Jose

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Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:53 PM
To: Kris Livingston
Subject: FW: High Speed Rail in San Jose

From: millergals@aol.com [mailto:millergals@aol.com]
Sent: Thursday, April 09, 2009 12:08 AM
To: HSR Comments; b.strumwasser@circlepoint.com; dave.mansen@parsons.com
Subject: High Speed Rail in San Jose

Dear Sir/Madame:

Duplicate

I am writing to express my objection to the proposal to run California High Speed Rail (CAHSR) down the Monterey corridor, directly adjacent to Silver Leaf neighborhood.

Before I begin, I first want to express my frustration with the manner in which public meetings were held. Meeting dates/ times were not broadly communicated, and meeting times were set during standard business hours, so as limiting the public's ability to attend and make their voices heard. < o:p>

On the matter of CAHSR, I have done much study on high speed rail in Japan and Europe. Noise seemed to be a big issue in Japan, resulting in legal action by the some in the Nagoya community. As a result, laws were passed setting maximum noise levels and structural/operational changes to the rail were made, to include reducing speed in densely inhabited areas. My concern is that CAHSR stated that speed reductions were not under consideration, as they had to meet designated time to destination goals. I see this as a major concern.

After the opening of the Tokaido Shinkansen, a noise problem in the Nagoya area was pointed out. In 1975, environmental criteria were decided as follows:

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- Speed decreased through densely inhabited districts

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even consider the additional runs, at all hours of the night, once freight runs are instituted. The negative impacts of CAHSR on our neighborhood are certainly not limited to environmental noise. The issues are many and profound. The following is a partial list:

- Decreased property values and potential home seizures
- Neighborhood safety compromised-potential of serious accidents at extremely high speeds
- Increased congestion as a result of the narrowing of Monterey, at a time when a new housing development is also planned
- Destruction of SL neighborhood aesthetically (cute entrance ways and planted median replaced by large ungainly and likely graffiti covered sound walls on both sides)
- Damage to neighborhood homes due to shaking and vibration
- Isolation of Silver Leaf neighborhood (sound walls on each side cutting off our community from neighboring communities, the new police substation, etc)
- Construction noise and obstructions. Rail operation noise
- Isolation of neighborhood businesses...potentially resulting in store closings

We need real answers, not another meeting which espouses the glories of high speed rail with pretty photos. What we need are clear specifics on what the rail means to our neighborhood to include :

- Planned location and its impact on Monterey Highway (design documents which clearly show location and impact on the neighborhood)
- Forecasted impact on home values (ie home values study)
- Plans for the sound wall and technical data re: sound emitted and blocked via sound wall (this data should be available from Japan)
- Size, material make up, and proposed location of the sound wall. Responsibility for maintenance of this wall re: graffiti clean up, etc.
- Plans re: the pedestrian bridge and connection to the new development/park from SL
- Law enforcement access to our neighborhood (considering the new substation will be on the opposite side of the rails)
- Traffic control (assuming the narrowing of Monterey and continued high traffic from Walmart and the new development)
- Effect on local businesses
- Effect on plans to landscape and repave Monterey
- Legal recourse for constituents for damages to their homes resulting from shaking/vibration.



Willow Glen Neighborhood Association

P. O. Box 7706,
San Jose CA 95150
408/294-WGNA
www.WGNA.net

April 8, 2009

Mr. Dan Leavitt
Deputy Director
ATTN: San Jose to Merced
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt:

The Willow Glen Neighborhood Association (WGNA) thanks the High Speed Rail Authority (HSRA) for the opportunity to suggest scoping questions for this phase of development of California's High Speed Rail (HST). WGNA thanks the staff and consultants for their outreach and accessibility to members of our organization.

The Willow Glen Neighborhood Association (WGNA) of San Jose serves those 20,000 households living in the area roughly bounded by Interstate I-280, Highway 87, Foxworthy and Leigh Avenues. WGNA comments upon projects within and near our boundaries. The High Speed rail alignment from Tamien Station to Interstate 280 is within WGNA's service area; the Diridon station area is within our area of comment.

WGNA requests the following additional alternatives be evaluated:

1. An alignment from Tamien station that generally follows Highway 87 to the interchange at Interstate 280 where it would thread through the flyovers and descend underground to Diridon Station, with rail for HST, Caltrain, and the possibility of moving Union Pacific Railroad (UPRR).
2. An alignment for HST, Caltrain, and UPRR which begins its descent into a trench adjacent to the UPRR Right of Way near Curtner Avenue and goes underground before Tamien station, travels under Guadalupe River and Los Gatos Creek, arriving underground at Diridon Station.

In your evaluation of these two alternatives and the current route alternatives, how will cost be weighed with environmental factors? Will HSRA use an evaluation matrix that includes answers to the following questions?

#1 intro

#2 station/
alignment
locations

#2 station/
alignment
locations

#5 costs

#11 intro

How will each of the alternatives...

1. Contribute, maintain or improve access to the Gardner, Gregory Plaza, and North Willow Glen neighborhoods?] #1 traffic & circulation
2. Align with the goals of the City of San Jose's Strong Neighborhood Initiative Greater Gardner Action Plan?] #1 land use
3. Impact measures of environmental justice, specifically with respect to the Greater Gardner neighborhood that the City of San Jose has identified as an "at risk" low income, language and ethnic minority neighborhood that receives substantial city resources to improve the quality of life of its residents and to prevent additional blight? Which of the alternatives best serves the goal of environmental justice?] #1 EJ community separation
4. Affect traffic conditions and circulation in the Diridon Station Area?] #1 traffic & circulation
5. Change noise conditions within the Greater Gardner and North Willow Glen neighborhoods between Auzerais and Tamien Station? In addition, is it appropriate to lower noise significance by one full measure due to the elimination of the use of horns at West Virginia, given that trains use their horns as they approach Tamien even though there is no at grade crossing?] #1 Noise
6. Impact parkland adjacent to and near the alternative alignments, including Fuller Park, Biebrach Park, Gregory Plaza tot lot, Father Mateo Sheeey Park, the new park near Almaden Apartments on Almaden Road, Guadalupe River, Los Gatos Creek and Willow Glen Spur (Three Creeks) trails, the planned Fire Training Center Park as specified in the Midtown Specific Plan and the planned Tamien Station Park? How will these impacts be mitigated given that no land is available within the nexus of the underserved Greater Gardner, Washington, and Delmas Park communities?] #1 recreation & open space
7. Impact historic properties and the contextual integrity of the potential historic conservation area (see Greater Gardner Strategic Plan), including vibration damage and the acquisition of contributing historic structures?] #1 historic resources
8. Impact adjacent properties with shading? How many properties adjacent to each alternative route will suffer impacts that constitute a "taking"?] #1 Aesthetics
#6 eminent domain
POW acquisition
9. Require land acquisition and leave behind "remnant" pieces that attract dumping, illegal activities, and blight?] #6 eminent domain
POW acquisition
10. Use design features that encourage or discourage levels of current graffiti that contributes to blight?] #1 Aesthetics
11. Be evaluated for safety for passengers, for Greater Gardner residents and North Willow Glen residents?] #1 safety

12. Be evaluated with respect to the soil conditions of Greater Gardner, which is a former marsh of the Guadalupe, with soil that is subject to compaction and transmits vibration?

#1 Geology & soils
#1 vibration

13. Facilitate ease of transfer between HST and BART or Caltrain? #3 transfer between systems

14. Impact travel time for through trains and expresses? #3 transfer between systems
#3 travel time

When you evaluate the impacts of each of these alternatives, please clarify how you established the hierarchy and priority of the multiple interrelated City of San Jose area plans (see below) and the multiple plan layers since:

1. It is very difficult to determine whether the High Speed Rail proposal or other area approved development proposals or plans are consistent or not consistent to each individual plan, the combined overlaid plans or the possible Baseball Stadium (as described in the approved Baseball Stadium EIR)

2. Whether the impacts are significant and the proposed mitigations are appropriate to the proposed site given all of the plans that may lead to different analysis

3. It is very confusing to the public—even to residents who have studied and analyzed prior San Jose area DEIR's or have professional training or experience with EIR's.

We look forward to your comprehensive evaluation of the environmental impacts of these alternative alignments, construction options and associated mitigations.

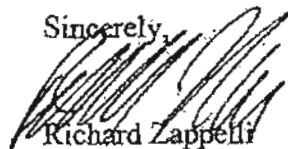
#7 review of
SJ plans

#11 background
#1 information
request

#1 Alternatives?
#7 poor
presentation

#11
conclusion

Sincerely,



Richard Zappelli

Chair, Planning and Land Use Committee
Board Secretary

Willow Glen Neighborhood Association

Bibliography

City of San Jose:

2020 General Plan

Midtown Specific Plan

Diridon Transit Station Area Plan

Tamien Station Area Specific Plan

Greenprint 2000/Greenprint 2008

Redevelopment Agency of San Jose:

Diridon/Arena Strategic Development Plan

Delmas Park NAC Strategic Plan

Greater Gardner NAC Strategic Plan

Washington NAC Strategic Plan

Kris Livingston

From: kai moua [kai@laofamilymerced.com]
Sent: Tuesday, March 31, 2009 2:46 PM
To: HSR Comments

Kai Moua
229 S. Dana Ct.
Planada, Ca. 95365

March 31, 2009

To: California High Speed Train Committee:

I support the California High Speed Train Project. It is time for californian to build the train structure. It will benefit the people and the next generation.

Please use all effort to speed the project time.

If there are any thing, I can help please let me know.

sincerely.

Kai Moua,
Resindent

8
SUPPORT
2
CONSTRUCTI
PHASIN

Kris Livingston

From: Khang Huynh [khangh@yahoo.com]
Sent: Tuesday, March 31, 2009 12:18 PM
To: HSR Comments
Subject: high speed rail stop in Los Banos

Hi,

I would like to voice my option that I am in favor of a high speed rail stop in Los Banos. I would definitely move to Los Banos if I know there would be a stop there.

8
SUPPORT

Thanks,
Khang

Kris Livingston

From: info@hsr.ca.gov
Sent: Tuesday, March 31, 2009 12:10 PM
To: Info @ HSR
Subject: CHSR Contact

CHSR Contact.

Contact Name: Mark Brux
Company:
Phone: 209-827-9144
Email: furrybeast@iname.com
Website:
Comment:

A train stop is needed in Los Banos/Santa Nella because (1.) of the large carbon footprint left by commuters from here thru Pacheco Pass to Gilroy - San Jose; (2.) CA. state itself projects Los Banos - Santa Nella area to be 1 of 3 hubs of major population growth in the Central Valley in the next few decades. Talk about environmental impact! Furthermore, no one can tell me that an environmentally suitable site for the depot cannot be found SOMEWHERE between or near Los Banos or Santa Nella - I know the area! If people want it done, it can & will be done. As for the train being able to reach 200 mph, (1.) there are already other stops planned, such as along the Hwy. 99 corridor, which are at least as close together as Los Banos/Santa Nella & Gilroy, and (2.) you can do what CalTrain (Salinas - San Jose - San Francisco) has done for a long time: develop a schedule that runs, especially during peak demand times, some trains as express trains with fewer stops, & others that stop at every depot, including one at Los Banos/Santa Nella. Thank you for your (re-)consideration of this important matter as you build the most important U. S. transportation project of the 21st Century!

2
STATION IN
LOS BANOS
1
GROWTH IN CA
2
MAINTENANCE
FACILITY
3
FREQUENCY
OF TRAIN
TRAIN SPEED

CENTER FOR LAW IN THE PUBLIC INTEREST

3250 Ocean Park Boulevard, Suite 300

Santa Monica, California 90405-3219

Telephone: (310) 314-1947 Facsimile: (310) 314-1957

www.clipi.org

August 31, 2004

Chairman Joseph E. Petrillo and
Members of the High Speed Rail Authority
Mehdi Morshed, Executive Director
925 L Street, Suite 1425
Sacramento, CA 95814

Allan Rutter, Administrator
Federal Railroad Administration
U.S. Department of Transportation
1120 Vermont Avenue, N.W. M/S 20
Washington, D.C. 20590

Re: *Comments on the Draft Program EIR/EIS for the California High Speed Train and the Impact on the State Parks in the Cornfield and Taylor Yard*

Dear Chairman Petrillo, Mr. Mehdi, Mr. Rutter, and Members of the High Speed Rail Authority:

I. Overview

The Center for Law in the Public Interest submits these comments on behalf of (partial list) the Anahuak Youth Soccer Association, City Parks Alliance, Concerned Citizens of South Central Los Angeles, Friends of the Los Angeles River, Glassell Park Improvement Association, Los Angeles Metropolitan Churches, National Association for Olmsted Parks, and Planning and Conservation League regarding the California High Speed Train Draft Program Environmental Impact Report and Environmental Impact Statement ("DEIS/R").

We focus specifically in these comments on the potential impact of the proposed high speed train ("HST") on the new State Parks in the Cornfield and Taylor Yard along the Los Angeles River and the surrounding communities. However, our concerns extend to potential impacts on each of the state parks identified below, and on the environmental justice analysis generally.

Many public leaders see the revitalization of the Los Angeles River corridor as a key to the economic and environmental enhancement of Los Angeles, and a thread that could provide Los Angeles with a greater sense of community. Central to the River's revitalization is the Cornfield, a site from which the history of Los Angeles flows, and Taylor Yard, which stretches for two miles along the River's banks.

#11

#1
open space
parks &
river

#1
open space
parks &
river

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Kevin L. Holland

Ray Kochenderfer
Elisa Leyva
Richard R. Manland
Wesley May
Kurt C. Peterson

Cynthia D. Roberts
Rene N. Rudolph
Ray Schuch
Christian D. Triggles

Taylor Yard is adjacent to one of last remaining remnants of soft-bottomed, riparian channels in the predominately concrete Los Angeles River. Over 300 species of birds find this section of river an essential stopover along the Pacific Flyway. Migrating birds stop for food and rest, and some birds are found year-round, nesting and breeding. About half of the total recorded birds in Los Angeles County have even been spotted along the soft-bottomed portions of the river.¹

#1
BIO

A high speed train will undoubtedly have adverse impacts on the Cornfield and Taylor Yard. The DEIS/R does not analyze what those impacts are. It must.

The California Department of Parks and Recreation recognizes that the HST will have adverse environmental justice impacts on the Cornfield and Taylor Yard and surrounding communities:

#1
env
justice

Proposed alternative HST corridors impacting both the Taylor Yard and Cornfield properties clearly raise the environmental justice issue.

The children of the Cornfield/Taylor Yard community are disproportionately low income children of color. The community within a five mile radius of the Cornfield is 68% Latino, 14% Asian, 11% non-Hispanic white, and 4% African-American with thirty percent of the population below poverty level as compared to 14% for the State of California as a whole. Within five miles of the Cornfield there are 282,967 children and 235,000 children within five miles of Taylor Yard.

#1
env
justice

Yet, to serve this population, Los Angeles has fewer acres of parks per thousand residents than any major city in the United States, having less than one acre of park per thousand residents. The National Recreation and Park Association standard is ten acres per thousand population. Compare this standard to the 0.9 acres per thousand in the community surrounding Cornfield and the 0.3 acres of parks per thousand residents surrounding Taylor Yard (one of the least park-served areas in Los Angeles) with the 1.7 acres in disproportionately white and relatively wealthy parts of Los Angeles.

#1
Parks +
Rec

The California Department of Parks and Recreation recognizes that the Greater Los Angeles Region is an area that is under-served in regard to park facilities and that many of the area's residents, particularly those least able to afford it, are either unaware of, or feel isolated from, state and federal parklands and recreational facilities. This Department on behalf of the people of the State of California has invested \$78,000,000 in the purchase of the Taylor Yard/Cornfield properties in this decade specifically to address these disparities. This effort will be undone unless alternative routing or a fully subterranean system is chosen to bypass all impacts to these properties.

#1
Parks +
Rec

#2
ACT Route

Comments submitted by Ruth Coleman, Director, California Department of Parks and Recreation, August 19, 2004 (emphasis added).

#1

The DEIS/R fails to provide the public with a clear and full disclosure of the impacts of high speed rail on environmental quality, environmental justice, active recreation, and human health. A revised

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Recreation
env justice
environmental
(impacts)

¹ Comments submitted by Ruth Coleman, Director, California Department of Parks and Recreation, August 19, 2004 ("State Parks Comments").

DEIS/R should be drafted and re-circulated to the public. The authorities must meaningfully address the environmental and social justice concerns and the impacts on state parks including the Cornfield and Taylor Yard.

A /
env Justice
Recreation
for #5.

We present our vision for urban parks and open space in Part II below. Part III summarizes relevant legal standards. Part IV presents specific comments concerning the Cornfield and Taylor Yard.

/
parks

We incorporate by reference the comments submitted by the Planning and Conservation League.

II. Our Vision and the Values at Stake

A. Our Vision

We are guided by a collective vision for a comprehensive and coherent web of parks, beaches, forests, and other open space, schools with playing fields and playgrounds, and transit that serves the diverse needs of diverse users and reflects the cultural urban landscape. Los Angeles is park poor, and there are unfair disparities in access to parks and other open space benefits based on race, ethnicity, income, access to a car, and other factors.

Our vision is inspired in part by the classic 1930 report *Parks, Playgrounds, and Beaches for the Los Angeles Region* by Olmsted Brothers and Bartholomew & Associates. The Olmsted Plan envisioned a comprehensive and coherent regional system of open space and transportation to promote the social, economic and environmental vitality of Los Angeles and the health of its people. According to the Olmsted Report in words that remain true today:

Continued prosperity [in the Los Angeles region] will depend on providing needed parks, because, with the growth of a great metropolis here, the absence of parks will make living conditions less and less attractive, less and less wholesome. . . . In so far, therefore, as the people fail to show the understanding, courage, and organizing ability necessary at this crisis, the growth of the Region will tend to strangle itself.²

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Implementing the Olmsted vision would have made Los Angeles one of the most beautiful and livable regions in the world. California's state park system, which was designed by Frederick Law Olmsted, Jr. and served as a model for other states,³ is in jeopardy under the proposed DEIS/R. Powerful private interests and civic leaders demonstrated a tragic lack of vision and judgment when they killed the Olmsted Report in Los Angeles. Developing a HST without adequately addressing the impact on state parks like the Cornfield and Taylor Yard would demonstrate a similar lack of vision and judgment.

One of the broadest and most diverse alliances ever behind any issue in Los Angeles is working to restore a part of the Olmsted vision and the lost beauty of Los Angeles. We stopped warehouses to create the State Park in the 32-acre Cornfield. The *Los Angeles Times* called the Cornfield "a heroic monument" and "a symbol of hope." We stopped a commercial project to create a 40 acre park as part of a planned 103-acre park in Taylor Yard along the 51 mile Los Angeles River Parkway. We

² Olmsted Brothers and Bartholomew & Associates, *Parks, Playgrounds, and Beaches for the Los Angeles Region I* (1930), reprinted in Greg Hise & William Deverell, *Eden by Design* 83 (2000).

³ Charles A. Birnbaum, FASLA and Robin Karson, *Pioneers of American Landscape Design* at 275 (2000).

understand that the Los Angeles Unified School District ("LAUSD") has purchased a parcel of land in Taylor Yard to build a new high school.

B. The Values at Stake

According to a recent survey on Californians and the environment by the influential California Public Policy Institute, 64% of Californians say that poorer communities have less than their fair share of well-maintained parks and recreational facilities. Latinos are far more likely than non-Hispanic whites (72% to 60%) to say that poorer communities do not receive their fair share of these environmental benefits. A majority of residents (58%) agree that compared to wealthier neighborhoods, lower-income and minority neighborhoods bear more than their fair share of the environmental burdens of toxic waste and polluting facilities.⁴

Communities of color and low income communities have been among the biggest supporters of bonds for open space, clean air, and clean water in the past several years. California's recent Proposition 40, for example – the largest resource bond in United States history, with \$2.6 billion for parks, clean water and clean air – passed in March 2002 with the support of 77% of black, 74% of Latino voters, 60% of Asian, and 56% of non-Hispanic white voters. Seventy-five percent of voters with an annual family income below \$20,000 and 61% with a high school diploma or less supported Prop 40 – the highest among any income or education levels.⁵

Prop 40 demolished the myth that the environment is a luxury that communities of color and low income communities cannot afford or are not willing to pay for.

The struggles for the parks in the Cornfield and Taylor Yard demonstrate that low income communities and communities of color who never participated in government before are fighting city hall and wealthy developers – and winning.

In an effort to maximize limited open space resources and achieve environmental and social justice in Los Angeles, we are working to unite the rich cultural, historical, recreational, and environmental resources in the heart of Los Angeles through a Heritage Parkscape—like the Freedom Trail in Boston—that will link the Cornfield, Taylor Yard, the Los Angeles River, the Zanja Madre or "mother trench" that provided water for early L.A., El Pueblo Historic Park and Olvera Street, old and new Chinatown, Little Tokyo, Elysian Park, Chavez Ravine, Confluence Park, the Arroyo Seco parkway, Debs Park, Ascot Hills, and Biddy Mason Park, along with 100 other sites. Public art projects including murals, photo exhibits and installations on the ground and on the web, school art projects, oral histories, and theater will be part of this living legacy. The Heritage Parkscape will serve as a "family album" to commemorate the struggles, hopes and triumphs of the settlers and later immigrants who entered Los Angeles through this area.

The Heritage Parkscape will serve as a "family album" to commemorate the struggles, hopes and triumphs of the settlers and later immigrants who entered Los Angeles through this area. The Heritage Parkscape illustrates the power of place: "the power of ordinary urban landscapes to nurture citizens"

⁴ Mark Baldasare, Public Policy Institute of California Statewide Survey: Special Survey on Californians and the Environment at vi (June 2002).

⁵ *L.A. Times* state-wide exit poll, March 7, 2002.

public memory, to encompass shared time in the form of shared territory And even bitter experiences and fights communities have lost need to be remembered -- so as not to diminish their importance." The Heritage Parkscape revives the forgotten history of Los Angeles. The footprint of the Heritage Parkscape coincides closely with the Olmsted vision for downtown.

The beauty of the earth, the glory of the sky, the serenity of the river, the joy of the people, and the future of our children are bringing people together to create the kind of community where they want to live and raise children. Parks are not a luxury. People in parks play, walk, talk, kiss, sit, jog, bike, learn, bird, protest, pray, or work. Parks are a democratic commons that provide a different rhythm for everyday life and bring people together as equals. Parks cool the city and clean the air and ground. Sports improve human health and academic performance; increase access to higher education; inspire players and fans; provide lessons in teamwork, leadership, and self-esteem; and provide an alternative to gangs, crimes, drugs, violence, and teen sex. Nearly 40% of California children are not physically fit and more than 25% are overweight, facing diseases including diabetes, blindness and amputations. Parks provide opportunities for recreation and physical activity. Sports are among the most valued cultural resources in many communities. New Latino immigrants do not organize politically, they first organize soccer leagues. Sports help desegregate society. Jackie Robinson broke baseball's color barrier seven years before *Brown v. Board of Education* declared "separate but equal" unconstitutional. Parks promote economic vitality and create quality jobs in surrounding communities. Social justice and stewardship of the earth have motivated spiritual leaders including Nobel Peace Prize Laureate Rigoberta Menchú, Cardinal Roger Mahony, and the Justice and Peace Commission of the Catholic Archdiocese of Los Angeles to actively support the creation of state parks in the Cornfield and Taylor Yard.⁶

III. The Legal Standards

The DEIS/R is invalid under federal and state environmental, environmental justice, and civil rights laws.

Then-Secretary Andrew Cuomo of the United States Department of Housing and Urban Development recognized that the principle of equal justice must be implemented in developing the Cornfield. Secretary Cuomo withheld federal funding for the warehouse proposal unless the City of Los Angeles and Majestic Realty conducted a "full-blown" assessment of the impact of the proposed development on communities of color and low-income communities, including the park alternative. Secretary Cuomo acted after members of the Chinatown Yard Alliance filed an administrative complaint claiming the warehouse project was the result of discriminatory land use policies that had long deprived communities of color and low-income communities of parks under federal civil rights,

⁶ See generally Robert Garcia and Thomas A. Rubin, "Crossroad Blues: The MTA Consent Decree and Just Transportation," chapter in Karen Lucas, ed., *Running on Empty: Transport, Social Exclusion, and Environmental Justice* (2004); Robert Garcia et al., "Community, Democracy and the Urban Park Movement," chapter in Dr. Robert Bullard's forthcoming book on Environmental Justice to be published by the Sierra Club; Robert Garcia et al., *The Cornfield and the Flow of History. People, Place, and Culture*, Center for Law in the Public Interest (2004) (available at www.clipi.org); Robert Garcia et al., *Dreams of Fields: Soccer, Community, and Equal Justice*, Center for Law in the Public Interest (2002) (available at www.clipi.org); Robert Garcia, *Equal Access to California's Beaches* (2002), published in the Proceedings of the Second National People of Color Environmental Leadership Summit - Summit II (www.ejrc.cau.edu/summit2/Beach.pdf).

environmental justice, and environmental laws.⁷ Then-State Senator Tom Hayden emphasized in a letter to Secretary Cuomo that public funds should not be used to perpetuate and worsen the longstanding practice in Los Angeles of unlawfully depriving inner city residents of equal access to parks and open space.⁸

A. Federal and State Environmental Laws

The DEIS/R does not comply with the California Environmental Quality Act ("CEQA")⁹; the CEQA Guidelines, California Code of Regulation, Title 14, Section 15000 *et seq.*; the National Environmental Policy Act ("NEPA")¹⁰, and the NEPA regulations. The DEIS/R must be revised and re-circulated.¹¹

1. National Environmental Policy Act

NEPA commits the federal government to "encourage productive and enjoyable harmony between man and his environment" and "promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man."¹² To realize these goals, NEPA demands that the "policies, regulations, and public laws of the United States [be] interpreted and administered" in accordance with its principles, "to the fullest extent possible."¹³ This strong mandate was intended to guide agencies in preparing an EIS, which is required of all projects that "may significantly degrade some human environmental factor."¹⁴ As the Supreme Court has explained:

NEPA's instruction that all federal agencies comply with the impact statement requirement—and with all the other requirements of § 102—"to the fullest extent possible," 42 U.S.C. § 4332, is neither accidental nor hyperbolic. Rather the phrase is a deliberate command that the duty NEPA imposes upon the agencies to consider environmental factors not be shunted aside in the bureaucratic shuffle.¹⁵

The fundamental purpose of an EIS is to force the decision maker to take a "hard look" at the environmental consequences of her proposal, before a decision to proceed is made.¹⁶ The EIS must be an objective, neutral document, not a work of advocacy to justify a predetermined result.¹⁷ To help achieve this goal, NEPA sets forth a list of factors that the responsible official must consider "to the

⁷ Letter from Office of the Secretary, United States Department of Housing and Urban Development, to Los Angeles Deputy Mayor Rocky Delgadillo Re: City of Los Angeles - Section 108 Application - Cornfields B-99-MC-06-0523, Sep. 25, 2000.

⁸ Letter from State Senator Tom Hayden to HUD Secretary Andrew Cuomo, July 18, 2000.

⁹ Cal. Pub. Res. Code § 21000 *et seq.*

¹⁰ 42 U.S.C. § 4321 *et seq.*

¹¹ The DEIS/R's failure adequately to meet these disclosure requirements makes it virtually impossible to make an informed comparison between the various proposed alternatives. Our comments therefore will not attempt such a comparison. Rather, these comments will address the adequacy of the discussion of potential impacts, and the specificity and enforceability of the mitigation and benefits proposed to offset these impacts.

¹² 42 U.S.C. § 4321

¹³ 42 U.S.C. § 4332.

¹⁴ *Steamboat v. F.E.R.C.*, 759 F.2d 1382, 1392 (9th Cir. 1985) (emphasis in original).

¹⁵ *Flinn Ridge Development Co. v. Scenic Rivers Ass'n*, 426 U.S. 776, 787 (1976)

¹⁶ See 40 C.F.R. § 1502.1; *Baltimore Gas & Electric v. Natural Resources Defense Council*, 462 U.S. 87, 97 (1983).

¹⁷ 40 C.F.R. § 1502.2(g).

fullest extent possible" and include in a "detailed statement"¹⁸

- (i) the environmental impact of the proposed action;
- (ii) any adverse environmental effects which cannot be avoided should the project be implemented;
- (iii) alternatives to the proposed action;
- (iv) and the relationship between short-term uses of man's environment and the maintenance and enhancement of long-term productivity, any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented.

The duty to consider "alternatives to the proposed action"—to "rigorously explore and objectively evaluate all reasonable alternatives"—lies, in the words of the regulators, at "the heart" of the entire assessment process.¹⁹ Agencies must "devote substantial treatment to each alternative" and provide support for their decisions to accept or reject them.²⁰

In addition, an EIS must be sufficiently intelligible to allow the public to effectively comment upon it.²¹ Thus, "an EIS must be organized and written so as to be readily understandable by the governmental decision makers and by interested non-professional laypersons likely to be affected by actions taken under the EIS."²²

Federal agencies shall to the fullest extent possible "[u]se the NEPA process to identify and assess the reasonable alternatives to proposed actions that will avoid or minimize adverse effects of these actions upon the quality of the human environment."²³ In addition, federal agencies shall "[u]se all practicable means, consistent with the requirements of the Act and other essential considerations of national policy, to restore and enhance the quality of the human environment and avoid or minimize any possible adverse effects of their actions upon the quality of the human environment."²⁴ "Human environment" shall be interpreted comprehensively to include the natural and physical environment and the relationship of people with that environment.²⁵ Economic or social effects are not intended by themselves to require preparation of an environmental impact statement. When an environmental impact statement is prepared and economic or social and natural or physical environmental effects are interrelated, then the environmental impact statement will discuss all of these effects on the human environment.²⁶

Environmental effects are interpreted broadly to include economic, social and other environmental justice considerations. The "effects" to be analyzed include "ecological (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic,

¹⁸ 42 U.S.C. § 4332(2)(C).

¹⁹ 40 C.F.R. § 1502.14.

²⁰ 40 C.F.R. § 1502.14(b); *Natural Resources Defense Council v. Cullaway*, 524 F.2d 79, 93 n.12 (2nd Cir. 1975).

²¹ 40 C.F.R. § 1502.8.

²² *Oregon Environmental Council v. Kunzman*, 817 F.3d 484, 494 (9th Cir. 1987).

²³ 40 C.F.R. § 1500.2(e).

²⁴ 40 C.F.R. § 1500.2(f).

²⁵ See 40 C.F.R. § 1508.8.

²⁶ 40 C.F.R. § 1508.14.

historic, cultural, economic, social, or health, whether direct, indirect, or cumulative.²⁷ NEPA analysis shall include discussions of the direct environmental effects and their significance, the indirect effects and their significance, the environmental effects of alternatives including the proposed action, and urban quality, historic and cultural resources, and the design of the built environment.²⁸ The Council on Environmental Quality created the following guiding principles for environmental justice analyses under NEPA:²⁹

- (i) consideration of the racial composition of the area affected by the proposed action, and whether there may be a disproportionate impact on minority populations;
- (ii) consideration of relevant public health and industry data and the potential for exposure to environmental hazards;
- (iii) consideration of "the interrelated cultural, social, occupational, historical, or economic factors that may amplify the natural and physical environmental effects of the proposed agency action";
- (iv) development of "effective public participation strategies";
- (v) assurance of "meaningful community representation in the process"; and
- (vi) assurance of tribal representation in the process in a manner that is consistent with the government-to-government relationship between the United States and tribal governments, the federal government's trust responsibility to federally-recognized tribes, and any treaty rights.

2. California Environmental Quality Act

CEQA and NEPA contain parallel requirements mandating that an environmental review accompany proposals for major federal and state actions significantly affecting the environment. The DEIS/R is to serve as "an environmental 'alarm bell' whose purpose is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return."³⁰

The DEIS/R does not fulfill the basic requirements of CEQA and NEPA as it fails to provide enough information to adequately inform decision-makers and the public of the range of impacts resulting from the project. Simply put, the analysis in the DEIS/R is insufficient to fulfill the purposes for which it was drafted – to adopt the HST Alternative and select preferred HST corridors/alignments and general station locations.³¹ The High Speed Rail Authority ("Authority") and the Federal Rail Administration ("FRA") have not "demonstrate[d] to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its action."³²

3. Federal Section 4(f) and 6(f) Resources

²⁷ 40 C.F.R. §1508.8.

²⁸ 40 C.F.R. §1502.16.

²⁹ Council on Environmental Quality, *Environmental Justice: Guidance Under the National Environmental Policy Act 15-16* (1997), available at <http://ceq.eh.doe.gov/nepa/regs/ej/justice.pdf> [hereinafter CEQ Guidance].

³⁰ *County of Inyo v. Yorty* (1973) 32 Cal. App. 3d 795, 810.

³¹ See DEIS/R at S-1.

³² *Berkeley Keep Jets Over Bay v. Port Commissioners* (2001) 91 Cal. App. 4th 1344, 1374 (quoting *Schoen v. Dept. of Forestry* (1997) 58 Cal. App. 4th 556, 573-574).

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The State Parks Comments document the potential impacts of high speed train on state parks throughout the state, and we incorporate those comments by reference here.

The parks that may be impacted by the project include, among others: Cardiff State Beach, Carlsbad State Beach, Castaic State Recreation Area, Colonel Allensworth State Historic Park, Cornfields State Park, Doheny State Beach, Fort Tejon State Historic Park, Henry W. Coe State Park, Hungry Valley State Vehicular Recreation Area, Leucada State Park, McConnell State Recreation Area, Moonlight State Beach, Old Town San Diego State Recreation Area, Pacheco State Park, San Clemente State Beach, San Elijo State Beach, San Luis Reservoir State Recreation Area, San Onofre State Beach, South Carlsbad State Beach, Torrey Pines State Beach, Torrey Pines State Reserve, and Taylor Yards State Park. However, the DEIS/R does not provide a comprehensive list of the impacted parks and as such fails to fully inform the public of the impacts the HST will have on national, state, and local parks throughout California.³³

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Yet, "[d]epending on the system of alignment options selected, the HST Alternative could result in impacts on 58 to 93 parkland resources."³⁴ In fact, the HST Alternative will "directly intersect with a portion or ... require the use of the property from that resource in total" of approximately 54-89 Section 4(f) resources.³⁵

The extraordinary impact the HST Alternative would have on parks is directly at odds with Section 4(f) of Department of Transportation Act of 1966,³⁶ which states: "It is the policy of the United States Government that special effort be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."³⁷ Federal law provides that a "publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance" may only be used for a transportation program or project if, "(1) there is no prudent and feasible alternative to using that land; and (2) the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use."³⁸ The DEIS/R fails to meet the requirements of Section 4(f). These issues are crucial to the process and should be addressed in the DEIS/R, not merely save for future analyses.

These efforts fail to reflect the "special effort" or assessment of "prudent and feasible alternatives" that Section 4(f) requires. That language of Section 4(f) is a "specific and explicit bar ... only the most unusual situations are exempted."³⁹ Section 4(f) makes clear that preservation of parkland is of paramount importance, more so than costs, directness of route, and community disruption.⁴⁰ The review that Section 4(f) requires must be conducted before an alignment that would impact Section

³³ The DEIS/R does not make clear precisely what the project's impacts would be, what mitigation is possible, and, most importantly, what alternatives exist to avoid altogether the taking of land from either of these parks. This problem is indicative of the draft's failure to appropriately consider the extent of many of the adverse impacts associated with the project - impacts that can and must be avoided.

³⁴ DEIS/R at 3/17-10

³⁵ DEIS/R at 3/16-6 (Table 3/16-2)

³⁶ 49 U.S.C. § 303

³⁷ 49 U.S.C. § 303(a); DEIS/R at 3.16-1

³⁸ 49 U.S.C. § 3030(c)(1)-(2); DEIS/R at 3.16-1

³⁹ *Citizens to Preserve Overton Park v. Volpe* (1971) 401 U.S. 402, 411.

⁴⁰ *Id.* at 412-13.

4(f) resources is chosen, and the DEIS/R must be revised and re-circulated to reflect this change.⁴¹ By failing to address these impacts in the DEIS/R the Authority and the FRA have undermined informed decision-making and meaningful public comment.

Complementing Section 4(f), "Section 6(f) of the act prohibits the conversion to a non-recreational purpose of property acquired or developed with" grants obtained through the Land and Water Conservation Fund Act "without the approval of the U.S. Department of the Interior's ("DOI's") National Park Service. Section 6(f) directs DOI to ensure that replacement lands of equal value (monetary), location, and usefulness are provided as conditions to such conversions. Consequently, where such conversions of Section 6(f) lands are proposed for transportation projects, replacement lands must be provided."⁴² The DEIS/R does little to address this requirement.

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Given the extent of potential impacts, the analysis contains in the draft clearly fails to meet legal standards. Section 4(f) states: "The Secretary of Transportation shall cooperate and consult with the Secretaries of the Interior, Housing and Urban Development, and Agriculture, and with the states, in developing transportation plans and programs that include measures to maintain or enhance the natural beauty of lands crossed by transportation activities or facilities."⁴³

Section 4(f) requires analysis of alternatives be conducted, and specific mitigation measures identified, before an alignment choice is made. This process must occur before the project is approved so that the public can meaningfully comment before these parks are slated for degradation or destruction.

B. Federal and State Civil Rights and Environmental Justice Laws

1. Federal Title VI and its Regulations

Title VI of the Civil Rights of 1964 and its implementing regulations prohibit both intentional discrimination based on race, color or national origin, and unjustified discriminatory impacts for which there are less discriminatory alternatives, by applicants for or recipients of federal funds including recipients of funds from the Department of Transportation. Title VI provides: "No person in the United States shall on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."⁴⁴

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The regulations that every federal agency has enacted pursuant to Title VI bar criteria or methods of administration by recipients of federal funds that have the effect of subjecting persons to discrimination because of their race, color, or national origin, or have the effect of defeating or substantially impairing accomplishment of the objectives of a program with respect to individuals of a particular race, color, or national origin. An important purpose of the statutory schemes is to assure that recipients of public funds not maintain policies or practices that result in racial discrimination.

⁴¹ Compare *Brooks v. Volpe* (W.D. Wash. 1971) 350 F. Supp. 269, 282, *aff'd* (9th Cir. 1973) 487 F.2d 1344 (Section 4(f) determination that relies on a deficient EIS is invalid).

⁴² DEIS/R at 3.16-1.2 (citing 16 U.S.C. §§ 460-4-460-11); see DEIS/R at 3.16-1.2 (citing California Park Preservation Act of 1971, California Public Resources Code § 5400 *et seq.*) (similar).

⁴³ 49 U.S.C. § 303(b); DEIR at 3.16-1.

⁴⁴ 42 U.S.C. § 2000d (2004). The Equal Protection Clause of the Fourteenth Amendment to the United States Constitution also prohibits intentional discrimination. See also Section 1983 of the Civil Rights Act of 1871.

2. The President's Order on Environmental Justice

The President's Order on Environmental Justice requires that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."⁴⁵ "Each Federal agency shall conduct its programs, policies, and activities that substantially effect human health or the environment, in a manner that ensures that such programs, policies, and activities do not have the effect of excluding persons (including populations) from participation in, denying persons (including populations) the benefits of, or subjecting persons (including populations) to discrimination under, such programs, policies, and activities, because of their race, color, or national origin."⁴⁶ Each agency must gather, analyze, and publish information about the impact of its actions on diverse populations.⁴⁷

California Civil Rights and Environmental Justice Laws

3. California Civil Rights and Environmental Justice Law

California law also prohibits intentional discrimination and unjustified discriminatory impacts under Government Code section 11135.⁴⁸

In addition, California law defines environmental justice as "the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies."⁴⁹

4. Discriminatory Actions

Proceeding with the HST under the current DEIS/R would violate both the disparate impact and intentional discrimination standards under federal and state laws.

a. Unjustified Discriminatory Impacts.

There are three prongs to the discriminatory impact: (1) whether an agency action has a disproportionate impact based on race, ethnicity, or national origin; (2) if so, whether the action is justified by business necessity; and (3) even if the action would otherwise be justified, the action is prohibited if there are less discriminatory alternatives to accomplish the same objective.⁵⁰

Applying the discriminatory impact standard here, (1) people of color and low income communities are disproportionately denied the benefits of parks and open space including the Cornfield and Taylor Yard, as demonstrated in the State Park Comments quoted above. (2) There is no business necessity to justify those disparities, and the DEIS/R presents none. (3) There are less discriminatory

⁴⁵ Executive Order 12,898 at § 1-101 (Feb. 11, 1994).

⁴⁶ *Id.* at § 2-2.

⁴⁷ *Id.* at § 3-3.

⁴⁸ See Cal Gov. Code § 11135 *et seq.*; 22 CCR § 9810.

⁴⁹ Cal. Gov. Code § 65040.12. The Governor's Office of Planning and Research is currently working on implementing this code section.

⁵⁰ *Larry P. v. Riles*, 793 F.2d 969, 983 (9th Cir. 1984).

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alternatives, as discussed throughout our public comments.

b. Intentional Discrimination

To evaluate an intentional discrimination claim, courts consider the following kinds of evidence: (1) the impact of the action, whether it bears more heavily on one racial or ethnic group than another; (2) any history of discrimination; (3) any departures from procedural norms; (4) any departures from substantive norms; (5) the decision maker's knowledge of the harm caused and would continue to cause; (6) a pattern or practice of discrimination.⁵¹

Applying the intentional discrimination analysis here: (1) The impact analysis is the same as above. (2) and (6) There is a history and pattern of discrimination by transportation authorities, particularly rail authorities, against communities of color and low-income communities in the heart of Los Angeles and throughout California, as discussed below. (3) and (4) The DEIS/R are replete with procedural and substantive irregularities, as demonstrated throughout the comments submitted by State Parks, Planning and Conservation League, Natural Resources Defense Council, and others. (5) Decision-makers know the impact their actions would have on communities of color and low income communities. We document those impacts here.

"[Our] intent here is not to paint a simplistic scene of victims and aggressors, with single proximate factors of cause and effect, but to recognize that the complexities and ambiguities of this nation's multicultural past and present and the ways in which American 'society' has used our impacted Earth cannot be separated from underlying values that allow racism and inequities in political and economic power."⁵²

The fact that low-income people of color disproportionately live in areas without adequate access to parks and recreation is not an accident of unplanned growth, but rather the result of a continuing history and pattern of discriminatory transportation policies, discriminatory land use planning, restrictive housing covenants, federal mortgage subsidies restricted to racially homogenous neighborhoods, and discriminatory park funding policies and practices.⁵³

c. The Continuing History and Pattern of Discrimination by Transportation Authorities in the Cornfield and Taylor Yard Communities and Beyond

The continuing history and pattern of discrimination by transportation authorities against people of color in California, including the communities surrounding the Cornfield and Taylor Yard, has been extensively documented.

The Cornfield today lies across the street from New Chinatown and a stone's throw away from old

⁵¹ See *Village of Arlington Heights v. Metropolitan Housing Dev. Corp.*, 429 U.S. 252, 265 (1977); *United States Department of Justice, Civil Rights Division, Title VI Legal Manual* (Sept. 1998) at 49-53 and authorities cited.

⁵² Alison H. Deming and Laurent E. Savoy, *The Colors of Nature: Culture, Identity, and the Natural World* 10 (2002) (hereafter *Colors of Nature*).

⁵³ The Federal Housing Administration Manual of 1938, for example, states: "If a neighborhood is to retain stability, it is necessary that properties shall continue to be occupied by the same racial classes. A change in social or racial occupancy generally contributes to instability and a decline in values." See also Mike Davis, *City of Quartz* 160-64 (1990); Mike Davis, "How Eden Lost Its Garden," chapter in *Ecology of Fear* (2000).

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Chinatown. Historically railroad authorities acting under color of law "discriminated against [the Chinese] in every way possible, and the state did all it could to degrade them and deny them a decent livelihood." Stephen E. Ambrose, *Nothing Like It in the World: The Men Who Built the Transcontinental Railroad 1863-1869* at 150 (2000). Accord, *id.* at 150-51, 153-54, 378; David Haward Bain, *Empire Express: Building the First Transcontinental Railroad* 205-07 and authorities cited (2000); David Haward Bain, *The Old Iron Road* 200-02, 264-65, 356-57 (2004).

The locations of both Old and New Chinatown were determined by discriminatory policies and practices. By the end of the nineteenth century, the Chinese had been systematically squeezed into a small part of El Pueblo on the southwest side of the Plaza towards the Los Angeles River through discriminatory enforcement of health regulations, arson, violence, and the destruction of buildings as a result of racial discrimination and fears that Chinese would lower property values. In 1871, a mob that included police officers committed the random lynching murders of nineteen Chinese residents.⁵⁴ The Mayor of Los Angeles, a City Council member, the Chief of Police, and a railroad employee were implicated in the Chinatown Massacre that first brought Los Angeles to international attention. The Massacre started on Calle de los Negros—called "Nigger Alley" at the time—within walking distance of the Cornfield and the present Union Station.⁵⁵

In the 1920s and 1930s, the three railroads—Union Pacific, Southern Pacific, and the Atchison, Topeka & Santa Fe—planned to construct a terminal downtown. Old Chinatown was destroyed and residents were relocated to the present site of New Chinatown to make room for Union Station. The City Municipal Housing Commission did not even approve a plan to relocate Chinatown until weeks after the demolition started. New Chinatown was built on vacant Southern Pacific railroad land west of the Cornfield. Today Union Station is listed in the National Register of Historic Places for its architectural, historical, and archeological values. An interpretive panel on a walking tour outside Union Station makes no mention of the destruction of the community in Old Chinatown.⁵⁶

Today four freeways eviscerate the communities of color surrounding the Cornfield and nearby Taylor Yard. See Robert García, et al., *The Cornfield and the Flow of History: People, Place, and Culture* 5 (2004).⁵⁷

In the 1950s, transportation authorities ran a freeway through beautiful Hollenbeck Park in disproportionately Latino East L.A.⁵⁸ Today the largest open space in East L.A. is Evergreen Cemetery.⁵⁹

In the 1970s the Center for Law in the Public Interest filed a lawsuit on environmental quality and civil rights grounds against the Century Freeway in what is now recognized as one of the earliest environmental justice victories in the country. The litigation continued for over 30 years and resulted

⁵⁴ See Robert S. Greenwood, *Down by the Station: Los Angeles Chinatown, 1880-1933* at 10-12, 37-40 (1996); James P. Allen and Eugene Turner, *Changing Faces, Changing Places: Mapping Southern Californians* 37 (2002); Brian Niiya, ed., *Encyclopedia of Japanese American History* (2001) at 111-12.

⁵⁵ Paul M. De Falla, "Lantern in the Western Sky," *Historical Society of Southern California Quarterly* at 57 (1960).

⁵⁶ See generally Robert S. Greenwood, *Down by the Station: Los Angeles Chinatown, 1880-1933* at 10-12, 37-40 (1996).

⁵⁷ Available on the web at www.clipi.org.

⁵⁸ See www.usc.edu/neighborhoods/hsc/parks.

⁵⁹ See, e.g., Miguel Bustillo, *Former Foes Unite Behind a Proposal to Turn Old Reservoir Site into Park*, L.A. Times, Jan. 15, 2004.

in massive programs including the creation of jobs, affordable housing, and public transit to distribute the benefits and burdens of the project more fairly.⁶⁰

The Los Angeles County Metropolitan Transportation Authority settled the historic civil rights and environmental justice lawsuit filed by the NAACP Legal Defense & Education Fund, Inc., alleging that MTA operated separate and unequal bus and rail systems that discriminated against the working poor and low income communities of color by agreeing to invest what now amounts to over \$2 billion in the bus system. See Robert García and Thomas A. Rubin, "Crossroad Blues: The MTA Consent Decree and Just Transportation," chapter in Karen Lucas, ed., *Running on Empty: Transport, Social Exclusion and Environmental Justice* (2004).

IV. Implementing the Vision and Values

A. Environmental Justice, the Cornfield, and Taylor Yard

The State Park Comments recognize that "[p]roposed alternative HST corridors impacting both the Taylor Yard and Cornfield properties clearly raise the environmental justice issue."⁶¹

The Center for Law in the Public Interest has long documented the environmental justice impacts of environmental degradation in the Cornfield and Taylor Yard communities. See Robert García et al., *The Cornfield and the Flow of History: People, Place, and Culture* (2004);⁶² Robert García et al., *Dreams of Fields: Soccer, Community, and Equal Justice*, Center for Law in the Public Interest (2002).⁶³ Accord, *Cornfield State Park Advisory Committee, Recommendations Report: Vision, Themes, Community* (2003).⁶⁴

The State Park Comments describe these environmental justice concerns in detail:

The Cornfield property was the site of a recent hard-fought community battle to stop industrial development and secure the site for badly needed public open space. Purchased by California State Parks for \$33 million, the site will be transformed from a former rail yard and brownfield into a verdant park and gathering place to celebrate, examine, and experience over 10,000 years of history and culture of Los Angeles. It has long been considered one of the most important cultural sites in Los Angeles, as it is tied closely to the story of the area from the earliest human settlements. Indigenous Native American tribes lived in the area for as long as 9,000 years. The site includes portions of the village of Yangna, the site for Spanish colonization of the area with the establishment of El Pueblo de Los Angeles. Also found here are fragments of "Zanja Madre" (the original water system dating from 1789 that supplied water to Spanish settlement of El Pueblo de Los Angeles), and other archeological sites with significant subsurface historic structures⁶⁵

⁶⁰ See, e.g., Bill Lann Lee, *Civil Rights and Legal Remedies: A Plan of Action*, chapter in Robert D. Bullard & Glenn S. Johnson, *Just Transportation* 156, 157 (1997); *Keith v. Volpe*, 858 F.2d 467 (9th Cir. 1988), 506 F.2d 696 (9th Cir. 1974).

⁶¹ State Park Comments at 32.

⁶² Available on the web at www.clpi.org.

⁶³ *Id.*

⁶⁴ Available on the web at <http://www.parks.ca.gov/pages/21491/files/RecommendationsReport.pdf>

⁶⁵ State Park Comments at 31.

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If the HST alignment tunnels under the park entirely and emerges towards the downtown area in a way that conflicts with the view of downtown Los Angeles, the notion of Cornfield as a vantage point for a welcoming view of the city will be seriously compromised. Substantial mitigation would have to be established, perhaps involving far more tunneling than currently envisioned for this alignment. If the HST alignment involves emerging from the tunnel while on the Cornfield site, the open space and related recreation values of the property will be diminished along with the view. This alignment particularly threatens future uses including recreational open space and the proposed Los Angeles History Interpretive Center of Statewide significance. If the HST alignment involves an elevated line that crosses the river to the south of the Cornfield site, the view of downtown Los Angeles from the site could be compromised.⁶⁶

Recreation at the Taylor Yard property could be compromised if the HST project follows an elevated rail line along the northeastern park boundary as proposed. That alternative may interfere (visually and through disturbances caused by additional passing trains) with the intent of the park plan to provide a natural setting for recreation as a respite from urbanization.⁶⁷

The DEIS/R also fails to address the safety issue of the HST alternative traveling near or through a park. In addition to pollution, noise, and soccer balls rolling toward RR tracks, the risk of derailments must be considered.

B. Land Use and Planning, Communities and Neighborhoods, Property, and Environmental Justice

The DEIS/R fails to adequately address environmental justice impacts. A revised DEIS/R must fully address these potential impacts in compliance with Order DOT 5610.2 and other applicable guidelines. The discussion of these impacts is largely and inappropriately deferred until project-level review occurs. This approach renders it impossible to redirect alignments or stations based on environmental justice impacts because it will be too late.

The DEIS/R addresses the impacts on land uses. "The potential compatibility of the alternatives with existing land use is evaluated based on the potential sensitivity of various land uses to the changes which would be included with the Modal and HST Alternatives, and the potential impact of these changes on existing and planned land uses."⁶⁸ Under this means of evaluation, alignment choices with in the existing right of way are always considered low impacts.⁶⁹ This appears to underestimate the actual impacts of the project. HST alignments that travel within existing rights of way may still pose new, or magnify existing, negative impacts on surrounding communities and resources. These potentially significant impacts are inadequately addressed in the DEIS/R.

⁶⁶ *Id.*

⁶⁷ *Id.* at 30.

⁶⁸ DEIS/R at 3.7-2.

⁶⁹ See DEIS/R at 3.7-4 (Table 3.7-2).

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The study area for land use compatibility is .25 miles on either side from the centerline of the rail, stations, and other potential HST related facilities.⁷⁰ For property impacts, the study area is 100 feet on either side of the centerline.⁷¹ Realistically speaking, a property that is 150 feet or 200 feet from a train speeding by at 200 miles per hour ("mph") eight times a day will be significantly impacted by those occurrences. Both of these study areas need to be expanded to adequately assess potential impacts.

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The DEIS/R also addresses the impacts on environmental justice communities. The study area for environmental justice communities is .25 miles on either side from the centerline of the rail, stations, and other potential HST related facilities.⁷² This study area also needs to be expanded to adequately assess the impacts from the HST. A more appropriate area for assessing such impacts would be the same area used to identify a community as an environmental justice community. Expanding the study area in this manner would provide a more accurate review of the communities impacted by the project.

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Even within this limited study area, the discussion of environmental justice impacts in the DEIS/R does not comply with existing laws and regulations. For example:

Planning and programming activities that shall have the potential to have a disproportionately high and adverse effect on human health or the environment shall include explicit consideration of the effects on minority populations and low-income populations. Procedures shall be established or expanded, as necessary, to provide *meaningful opportunities for public involvement by members of minority populations* and low-income populations during the planning and development of programs, policies and activities.⁷³

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In spite of this specific guidance, there is little analysis of environmental justice concerns, or specific discussion of efforts to "provide meaningful opportunities for public involvement by members of minority populations and low-income populations." This is troubling considering many of the proposed HST station stops are located "within a minority population." A supplement to the DEIS/R should engage communities around potential HST alignment and station stops to more fully assess and address environmental justice concerns.

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The DEIS/R fails to discuss any measures to mitigate the impacts HST will have on land use or environmental justice communities. Instead the draft saves for the project level analyses discussion of consistency with existing and planned land use, neighborhood access needs, multi-modal connectivity opportunities, and outreach to potential environmental justice communities.⁷⁴ For the Authority and the FRA to present an adequate and accurate analysis of the impacts that the HST will impose, and measures that will mitigate that impact, these issues need to be explored in the DEIS/R.

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C. Recreation and Human Health

⁷⁰ DEIS/R at 3.7-5.

⁷¹ DEIS/R at 3.7-5.

⁷² DEIS/R at 3.7-5.

⁷³ U.S. Department of Transportation, *Environmental Justice in Minority Populations and Low-Income Populations*, Order DOT 5610.2 (emphasis added).

⁷⁴ DEIS/R at 3.7-26, 27.

The proposed project has the potential to cause physical changes in the state's recreation environment. The HST also raises serious create safety concerns for children, families, and individuals who participate in recreational activities. The impact on the environment for recreation is not discussed or analyzed in a single location. Disparate parts of the DEIS/R discussing recreation should appear in a separate recreation chapter. The loss of or significant impact to recreation should be considered a socio-economic effect. The DEIS/R should analyze socioeconomic and environmental justice impacts and propose mitigation for the effect that the loss of recreation will have on local economies.⁷⁵

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1. Recreation

As the State Park Comments emphasize:

The importance of recreation in modern society cannot be overestimated. The opportunity to alter the pace of modern life and experience historic and natural settings or more actively participate in outdoor activities has been shown to improve societal well-being by maintaining the physical and emotional health and wellness of individuals and contributes to reduction in crime. Recreational activities on State, local and regional parklands, open space, and trails provide strong support for community values and serves as a mechanism and social bridge for integrating people of all races, ages, incomes, and abilities. These lands educate, challenge, inspire, and entertain our children, offer safe and secure places for families and seniors, protect and conserve our natural and cultural resources. They also help to strengthen and stimulate California's economy through recreation-related sales of clothing, equipment, fees and services and the revenues generated from the tourism and hospitality industries. As California's population is expected to grow by nearly 30% in the next quarter century, the demand for recreational resources and open space to support this population demand as well as increased efforts to protect existing lands dedicated to this recreation purpose.⁷⁶

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2. Health and Recreation

The human health implications of the need for active recreation in the Cornfield and Taylor Yard are profound. See generally Robert Garcia *et al.*, "Healthy Children, Healthy Communities: Schools, Parks, Recreation, and Sustainable Regional Planning," *Fordham Urban Law Journal Symposium on Urban Equity* (forthcoming fall 2004).

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If current trends in obesity, inactivity, and disease continue, today's youth will be the first generation in this nation's history to face a shorter life expectancy than their parents.⁷⁷ Adult onset diabetes now increasingly strikes children at younger and younger ages. As a result, children are more likely to suffer long range effects including death, loss of limbs, and blindness. This health crisis currently costs the U.S. over \$100 billion and 400,000 deaths each year.

⁷⁵ Cf. State Park Comments at 9-11.

⁷⁶ *Id.* at 11. See also generally, Robert Garcia *et al.*, *Dreams of Fields: Soccer, Community, and Equal Justice*, Center for Law in the Public Interest (2002) (www.clipi.org).

⁷⁷ Eloisa Gonzalez, MD, MPH, (Jan. 21, 2004), L.A. County Dep't of Public Health, *Los Angeles Unified School District (LAUSD) Citizens' School Bond Oversight Committee*; see also Jennifer Radcliffe, *Going to War against Epidemic of Childhood Obesity*, *Daily News*, Jan. 27, 2004, at 1.

In California, 27% of children are overweight and 40% are unfit.⁷⁸ Only 24% of the state's fifth-seventh- and ninth-graders met minimal physical fitness standards last year.⁷⁹ The numbers are even lower within LAUSD, where just 17% of fifth-graders, 16% of seventh-graders, and less than 11% of ninth-graders met all six of the minimum fitness standards in the 2002-2003 school year.⁸⁰ Over 91% of the students in LAUSD are students of color. The assembly districts with the highest proportion of overweight children in California also have the highest concentration of people of color.⁸¹

There is not adequate open space for recreation in Southern California, particularly for inner city residents.⁸² All communities suffer from obesity and inactivity, but communities of color and low income communities suffer first and worst. Communities of color and low-income communities are disproportionately denied the benefits of safe open spaces for recreation, and disproportionately suffer from diseases related to obesity and inactivity.

OVERWEIGHT AND UNFIT CHILDREN IN CALIFORNIA⁸³

RACE/ETHNICITY	OVERWEIGHT	UNFIT
Latino	34%	45%
African American	29%	46%
White	20%	34%
Asian	18%	36%

DIABETES IN CALIFORNIA⁸⁴

RACE/ETHNICITY	AGE 18+	AGE 50-64
African American	10%	21%
American Indian and Alaskan Native	9%	20%
Latino	6%	18%
White	6%	8%
Asian and Native Hawaiian and Other Pacific Islanders	5%	11%

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⁷⁸ Press Release, CA Dept. of Educ., *State Schools Chief O'Connell Announces California Kids' 2002 Physical Fitness Results*, (Jan. 28, 2003) [hereinafter *California Kids*]. In California, all students in grades 5, 7, and 9 are required to take the California Fitness Test in order to assess physical fitness in six health fitness areas: aerobic capacity, body composition, abdominal strength, trunk extension strength, upper body strength and flexibility. *Id.* Students must meet all six standards in order to be considered fit. *Id.*

⁷⁹ *Id.*

⁸⁰ Cara Mia DiMassa, *Campus Crowding Can Make P.E. a Challenge*, L.A. Times, Nov. 19, 2003, Metro Part B, at 2.

⁸¹ California Center for Public Health Advocacy, *An Epidemic: Overweight and Unfit Children in California Assembly Districts*, 5 (Dec. 2002) [hereinafter *An Epidemic*], available at <http://www.gisplanning.net/publichealth/help.asp>.

⁸² See Richard J. Jackson, MD, MPH and Chris Kochtitzky, MSP, *Sprawl Watch Clearinghouse Monograph Series, Public Health/Land Use Monograph, Creating a Healthy Environment: The Impact of the Built Environment on Public Health* [hereinafter *Jackson*], available at <http://www.sprawlwatch.org/health.pdf>.

⁸³ Source: California Center for Public Health Advocacy, *An Epidemic: Overweight and Unfit Children in California Assembly Districts* (Dec. 2002).

⁸⁴ Source: UCLA Center for Health and Policy Research, *Diabetes in California: Findings from the 2001 Health Interview Survey*.

The benefits of open space extend beyond physical health. Research links open green spaces to improved mental health. For example, symptoms of children with attention deficit disorder ("ADD") are relieved by contact with nature.⁸⁵ Views of nature benefit the mental health of children without ADD as well. African-American children in low-income inner city environments, and non-Hispanic white children from high income families, concentrate better with views of open space.⁸⁶ Girls score higher on self discipline tests when taken with a natural view.⁸⁷

The state of California currently does not adequately enforce its physical education requirements.⁸⁸ Physical education classes have so many students that teachers cannot give students the individual attention they need.⁸⁹ The average student-teacher ratio is 43-1, far exceeding the national recommendation of 25-1.⁹⁰ In LAUSD, middle school physical education classes average 55 to 65 students per class, with some gym classes exceeding 70 students per teacher.⁹¹ As a result, students in physical education sessions may spend more time standing on the sidelines waiting their turn, rather than actually participating in activity.⁹²

Regular physical activity is associated with enhanced health and reduced risk for all-cause mortality, heart disease, diabetes, hypertension, and cancer.⁹³ Physical activity for children and adolescents helps to build and maintain healthy bones, muscles, and joints; prevent or delay the development of high blood pressure; and reduce feelings of depression and anxiety.⁹⁴ People who are inactive are twice as likely to experience symptoms of depression as are more active people.⁹⁵ Depression can lead to suicide, the ninth-leading cause of death in America. Physical activity relieves symptoms of depression and anxiety and improves mood by providing opportunities for social interaction, increased feelings of self-mastery and self-efficacy, and relief from daily stress.

Programs in the Cornfield and Taylor Yard can make a difference in students' lives and health. Physically fit students perform better academically.⁹⁶ Recreation programs can build character, pride, self esteem, teamwork, leadership, concentration, dedication, fair play, mutual respect, social skills,

⁸⁵ A. Faber Taylor, et al "Coping with ADD: The surprising connection to green play settings," *Environment & Behavior* 33, 54-77 (2001).

⁸⁶ *Id.* See also A. Faber Taylor, et al., "Views of Nature and Self-Discipline: Evidence from Inner City Children," *Journal of Environmental Psychology* (2001).

⁸⁷ *Id.*

⁸⁸ Vicki Kemper, *New Priorities Leave PE, Obese Children Behind*, L.A. Times, Sept. 15, 2003, quoting Dianne Wilson-Graham, director of physical education in California.

⁸⁹ U.S. Dept. of Health and Human Services and U.S. Dept. of Education, *Promoting Better Health for Young People Through Physical Activity and Sports*, 11 (Fall 2001) [hereinafter "Promoting Better Health for Young People"], available at http://www.cdc.gov/ncddphp/dash/physicalactivity/promoting_health/index.htm.

⁹⁰ Cara Mia Dimassa, *Campus Crowding Can Make PE a Challenge*, L.A. Times, Nov. 19, 2003, at B2.

⁹¹ *Id.*

⁹² Prevention Institute, *Strategies for Action: Integrating Nutrition and Physical Activity Promotion to Reach Low-Income Californians* 11 (October 2001), available at <http://www.preventioninstitute.org/nutrapp.html>.

⁹³ U.S. Dept. of Health and Human Services, *Physical Activity and Health: A Report of the Surgeon General*, 236 at 7, 85-87, 90-91, 102-03, 110-12, 127-30, 135 (1997) [hereinafter "Surgeon General"], available at <http://www.cdc.gov/ncddphp/sgr/pdf/sgrfull.pdf>.

⁹⁴ *Promoting Better Health for Young People*, *supra*, at 7.

⁹⁵ *Surgeon General*, *supra*, at 135-36, 141.

⁹⁶ Press Release, CA Dep't of Educ., *State Study Proves Physically Fit Kids Perform Better Academically*, (Dec. 10, 2002), available at <http://www.cde.ca.gov/news/releases2002/rel37.asp>.

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and healthier bodies for children.⁹⁷ Recreation programs can help keep children in school; develop academic skills to do better in school and in life; and increase access to higher education.⁹⁸ Male athletes are four times more likely to be admitted to Ivy League colleges than are other males; for female recruits, the advantage is even greater.⁹⁹

Recreation programs provide alternatives to gangs, drugs, violence, crime, and teen sex. A national survey of more than 14,000 teenagers found that those who took part in team sports were less likely to have unhealthy eating habits, smoke, have premarital sex, use drugs, or carry weapons.¹⁰⁰ The Los Angeles County District Attorney concluded that among the reasons young people join gangs is "[the exclusion] by distance and discrimination from adult-supervised park programs."¹⁰¹ The study recommends that "alternative activities like recreation" should be part of every gang prevention strategy.¹⁰²

3. Economic Costs of Obesity and Inactivity

The Surgeon General estimates the national cost of overweight and obesity in the year 2000 to have been \$117 billion, with \$61 billion in direct costs (including preventive, diagnostic, and treatment services related to overweight and obesity) and \$56 billion in indirect costs (the value of wages lost by people unable to work because of illness or disability, as well as the value of future earnings lost by premature death).¹⁰³

The DEIS/R must analyze the impact of various alternatives on human health and recreation in fitness and economic terms.

D. Cultural and Heritage Resources

The California Department of Parks and Recreation has published a study emphasizing the public's need to become more aware of California's cultural diversity and its tangible manifestations on our land. *Five Views: An Ethnic Sites Survey for California* (1982) can serve as a guide for addressing the impacts of the HST on the cultural and heritage resources in state parks like the Cornfield and Taylor Yard.¹⁰⁴

From the time of the Tongvas, who built the village of Yangna near the Cornfield, the Cornfield and its surroundings have been a place imbued with the diverse history of Los Angeles.¹⁰⁵ The Tongva

⁹⁷ See Anastasia Loukaitou-Sederis & Orit Stieglitz, *Children in Los Angeles Parks: A Study of Equity, Quality, and Children Satisfaction with Neighborhood Parks*, *Town Planning Review* 1-6 (2002).

⁹⁸ *Id.*

⁹⁹ See William G. Bowen *et al.*, *Reclaiming the Game: College Sports and Educational Values* (2003).

¹⁰⁰ Russell R. Pate *et al.*, *Sports Participation and Health-Related Behaviors Among US Youth*, *Archives of Pediatrics and Adolescent Medicine* (Sept. 2000).

¹⁰¹ L.A. District Att'y, *Gangs, Crime and Violence in Los Angeles: Findings and Proposals from the District Attorney's Office* (1992).

¹⁰² *Id.*

¹⁰³ U.S. Dept. of Health and Human Services, *The Surgeon General's Call to Action To Prevent and Decrease Overweight and Obesity* 9-10 (2001) [hereinafter "*Call to Action*"], available at <http://www.surgeongeneral.gov/topics/obesity/calltoaction/CalltoAction.pdf>.

¹⁰⁴ *Five Views* is available online at http://www.cr.nps.gov/history/online_books/5views/5views.htm.

¹⁰⁵ Robert Garcia *et al.*, *The Cornfield and the Flow of History: People, Place, and Culture*, Center for Law in the Public

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Indians settled the area near the Cornfield and Taylor Yard before the arrival of the Spaniards. According to Chief Anthony Morales and tribe member Mark Acuna, Tongva families played "shinny," a game similar to soccer, and enjoyed other field sports along the river. Chief Morales and Mr. Acuna support the importance of positive active recreation for children along the Los Angeles River today.

"California's native games and toys are a reflection of the natural history of the state—its mountains, rivers, deserts, wetlands, woodlands, and seashore—and California's first people."¹⁰⁶ Native Californians had a "passion for football-type games."¹⁰⁷ They "drove, tossed, or batted balls of mountain mahogany, braided buckskin, or polished stone, stuffed deerhide or seasoned laurel knots."¹⁰⁸ In most shinny- and soccer-like games, teams tried to score by getting the ball past the other team and through goal posts, or through a hole.¹⁰⁹ Soccer-like games involving balls and goal posts were river games—games played along river beds throughout California.

The vision for the planned state park in the Cornfield is based, in large part, on the essential themes of culture and history. According to the Cornfield State Parks Advisory Committee:

The Cornfield site is a conduit to understanding the story of Los Angeles from its earliest beginnings. The local resources past, present, and future reveal cultural, economic, and historical narratives of a broader, region-wide scope reflective of the city at large through time. The location of the site at the city's heart along with the centrality of these resources present a unique opportunity in Los Angeles to forge a connection of people, history, and place by opening a window to understanding the past and tracing the present into the future.

The site should embrace the spirit and hopes of the multi-ethnic communities whose histories and struggles are interwoven with the Cornfield. People have lived and worked in this vicinity for many generations.

Flowing through the site, the zanja system for water distribution was an open (diversion) ditch. The zanja system was developed soon after the founding of the pueblo in September 1781 and served Los Angeles as the primary source of domestic and irrigation water until 1904.

*Cornfield State Park Advisory Committee, Recommendations Report: Vision, Themes, Community 9-12 (2003).*¹¹⁰

Interest 2 (2004) (available at www.clipi.org).

¹⁰⁶ Jeannine Gendar, *Grass Games & Moon Races: California Indian Games and Toys* 15 (1995).

¹⁰⁷ *Id.* at 17.

¹⁰⁸ *Id.* at 23.

¹⁰⁹ *See id.* at 20, 23, 25.

¹¹⁰ Available on the web at <http://www.parks.ca.gov/pages/21491/files/RecommendationsReport.pdf>

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The rich cultural and heritage resources of the Cornfield and Taylor Yard are jeopardized by the HST as presented in the DEIS/R. The DEIS/R must analyze the impact of various alternatives on cultural and heritage resources like those related to the Cornfield and Taylor Yard.

E. Economic Benefits, Small Business Opportunities, and Jobs

Communities surrounding the Cornfield and Taylor Yard are disproportionately poor and lack access to quality jobs, small business opportunities, and other economic benefits of public work projects like HST. The DEIS/R must thoroughly address how the Authority will ensure the fair distribution of the economic benefits generated by high speed rail.

LAUSD is currently investing over \$15 billion to build new schools and modernize existing schools, one of the largest public work projects in the nation. LAUSD has published reports on the policies and practices it has implemented to create a level playing field for small businesses and to provide job training and employment opportunities for local workers.¹¹¹ The Authority should study this best practice example and others and implement similar policies to fairly distribute the economic benefits of high speed rail.

Contracting practices can result in unequal access to jobs. Large contracts can make it difficult for small-scale contractors to compete. Small businesses are excluded through complicated bidding procedures and large-scale projects that could be broken down into efficient smaller projects. Service contracts can be targeted for minority and women-owned small businesses. Access to job training and employment can provide an opportunity for access to the economic benefits of high speed rail. Job training programs can help low-income residents fulfill the demand for skilled labor. Different ways of packaging work could realize administrative savings while improving opportunities for minority and women-owned businesses and a diverse labor pool.¹¹²

F. Cumulative Impacts

NEPA and CEQA require public agencies to consider potential cumulative impacts.¹¹³ This cumulative impacts analysis must consider past, present, and probable future transportation projects in the region or elsewhere in the western United States. Inconsistent with these requirements, the DEIR/S discussion of cumulative impacts is limited to present and future projects within areas that the HST would traverse.¹¹⁴ This list leaves out key transportation projects such as the proposed expansion of Los Angeles International Airport ("LAX"). Failure to include such an important project undermines both the analysis and the credibility of the draft as a whole. The cumulative impacts analysis is unlawfully narrow in scope and limited in its discussion.

The DEIR/S fails to adequately specify mitigation measures for cumulative impacts. This failure is inconsistent with CEQA and NEPA. The Authority and FRA must prepare a specific and enforceable discussion of mitigation measures in a supplemental DEIR/S that is noticed and circulated for meaningful public comment.

¹¹¹ See, e.g., LAUSD Press Advisory, Los Angeles Unified School District Announces the "We Build" Program, July 13, 2004.

¹¹² *Id.* at 243-47, 251-53.

¹¹³ 40 C.F.R. § 1508.2; 14 Cal. Code Regs. §§ 15216, 15130

¹¹⁴ DEIR/S at Appendix 3.17-A

#1
env
justice

Chairman Petrillo, Mr. Mehdi, Mr. Rutter, and Members of the High Speed Rail Authority
Re: *California High Speed Train Draft EIR/EIS and Impact on the Cornfield and Taylor Yard*
August 31, 2004
Page 23 of 23

V. Request for Notification

Pursuant to California Public Resources Code Section 21092(b)(3), we request that the Authority mail any and all public notices or information concerning the DEIS/R to:

Robert Garcia
Executive Director
Center for Law in the Public Interest
3250 Ocean Park Boulevard, Suite 300
Santa Monica, California 90405

VI. Conclusion

Four of the central lessons of the environmental justice movement are that communities of color and low income communities disproportionately suffer from environmental degradation, are denied the benefits of public benefits including parks, lack the information necessary to understand the impact of environmental policies on all communities, and are denied full and fair public participation in the decision making process.

The serious inadequacies of the DEIS/R are symptomatic of fundamental deficiencies in the project itself. The Authority may not approve the project unless the DEIS/R is revised and recirculated to fully disclose and analyze the project's impacts and a proper range of alternatives. Given the multiple inadequacies discussed above, this DEIS/R cannot properly form the basis of a final EIS/R. The document is so fundamentally inadequate that meaningful public review and comment are precluded.¹¹⁵

We recommend that the High Speed Authority meaningfully address our environmental and social justice concerns through a new DEIS/R.

Respectfully submitted,

CENTER FOR LAW IN THE PUBLIC INTEREST

Robert García, Executive Director
Erica S. Flores, Assistant Director

August 31, 2004

#7
info
Request

#1
env
justice

¹¹⁵ See CEQA Guidelines § 15088.5.

Kris Livingston

From: Mark Wasserman [m.wasserman@comcast.net]
Sent: Friday, May 01, 2009 5:09 PM
To: HSR Comments
Cc: kennerley@pbworld.com; Bill Cusack
Subject: RE: CA High-Speed Train, Comment Card

Hello - I sent the following message our High Speed Rail comment and a rather large attachment that included maps and graphics of our nearby project. In case you did not receive it due to the file size, the attachment can be downloaded at: <http://www.mediafire.com/?4lzmljdzaaz>

Thank you,
Mark Wasserman
CW Design & Development, Inc

From: Mark Wasserman [mailto:m.wasserman@comcast.net]
Sent: Friday, May 01, 2009 5:01 PM
To: 'comments@hsr.ca.gov'
Cc: 'kennerley@pbworld.com'; Bill Cusack (billc@cwdd.net)
Subject: CA High-Speed Train, Comment Card

To: Mr. Dan Leavitt, Deputy Director California High-Speed Rail Authority
Subject: High Speed Rail Comments with maps and plans for nearby development

CW Development Company, LLC is in the process of obtaining approvals for a 349 unit manufactured housing community, Cherry Orchard Ranch, in Gilroy California. The attached are our comments as per Gary Kennerley's suggestion.

Please feel free to contact me should you have any questions, or if you would like to discuss the projects.

Thank you,

Mark Wasserman
CW Design & Development, Inc
220 Country Club Gate Center
Suite 22
Pacific Grove, CA 93950

markw@cwdd.net

Office: 831-655-5017 / Fax: 831-655-5018



California Contractor's License No. 823259 • California Department of Real Estate Broker's License No. 01417231 •
California Department of Housing and Community Development, Manufactured Housing Dealer's License: DL1179519

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From: Bill Cusack [mailto:billc@cwdd.net]
Sent: Tuesday, April 28, 2009 10:30 AM
To: mark wasserman
Subject: Fw: CA High-Speed Train, Comment Card

----- Original Message -----

From: Kennerley, Gary
To: billc@cwdd.net
Sent: Tuesday, April 21, 2009 11:58 AM
Subject: CA High-Speed Train, Comment Card

Bill,

Thank you for call to let us know about your questions regarding the high-speed train project. I have attached a comment card that you can use to submit your comments or you can just send an email directly to.

gary kennerley

Parsons Brinckerhoff
303 Second Street, Suite 700N
San Francisco, CA 94107

t: 415.243.4609
c: 510.219.2935
f: 415.243.9501

e: kennerley@pbworld.com

www.pbworld.com

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CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY

Scoping Comment Form

San Jose to Merced High-Speed
Train Project EIR/EIS

From:

CW Development Company LLC
ATTN: Bill Cusack
220 Country Club Gate Ctr.
STE 22
Pacific Grove, CA 93950
Phone: 831-655-5017
Fax: 831-655-5018
Email: billc@cwdd.net

Attn:

Mr. Dan Leavitt,
Deputy Dir. California High-Speed Rail Authority
Attn: San Jose to Merced HST
925 L Street, Suite 1425
Sacramento, CA 95814

Comments:

CW Development Company, LLC (CW) is in the process of obtaining approvals for a 349 unit manufactured housing community, Cherry Orchard Ranch, in Gilroy California.

This development and nearby floodways may be in the vicinity of the California High-Speed Rail route. Therefore, pursuant to a conversation between Bill Cusack of CW, and Gary Kennerley of Parsons Brinckerhoff, we would like to submit information that should keep the California High Speed Rail Authority apprised of our project. This includes an overview of our location as well as our proximity to a floodway that will serve our community as well as neighboring lands. Once again, all of the aforementioned *may* be in the vicinity of the Rail route.

The community, Cherry Orchard Ranch is situated on approximately 82 acres at the southern portion of the City of Gilroy just east of HWY 101, and just west of the Southern Pacific / Union Pacific railway lines. APNs: 841-31-003 and 841-31-022 in the County of Santa Clara (parcel map is attached).

A portion of the Cherry Orchard Ranch community and much of the nearby area is affected by the 100 year flood zone. In an attempt to control flooding in the area, a floodway will serve to convey floodwaters downstream through the properties adjacent to the Southern Pacific / Union Pacific railway lines. This floodway serves all of the properties below the Monterey Street off ramp on the east side of HWY 101. The approximate area is shown on the attached marked-up Flood Insurance Rate Map.

The community is designed in a way that will reclaim some land from the flood zone, as well as to allow for the anticipated flows within the floodway. Two attachments, sheets S-2 and S-3 of the Oberkamper plans show these areas.

Should the California High-Speed Rail route selected ultimately be in the vicinity of this project, the developer and the High-Speed Rail Authority should work closely to maintain compatibility. Of course any comments or questions are welcome.





SURROUNDING USE MAP

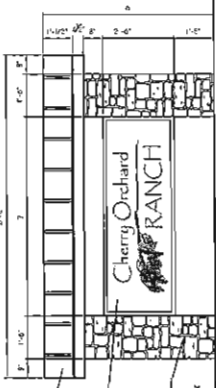
NOT TO SCALE

OVERALL SITE PLAN

[illegible]

Model/Tab	No.	Overall %
Model Type A	84	15.1%
Model Type B	41	13.1%
Model Type C	22	4.3%
Model Type D	117	45.0%
Total Units	346	

SITE DATA



ENTRY SIGN ELEVATIONS

 $\frac{1}{2} \sigma_1 - 0$

SITE AREA CALCULATIONS:

TOTAL AREA OF SITE	80.80 ACRES
NET RESIDENTIAL AREA	78.42 ACRES
NUMBER OF PROPOSED DWELLING UNITS	369
DENSITY	4.32 U/AC
GREEN FLOOR AREA	643,086 S.F.
TOTAL UNPAVED AREA COVERED BY STRUCTURES	19.63 ACRES
TOTAL GROUND AREA COVERED BY LANDSCAPING	42.46 ACRES
NUMBER OF OFF-STREET PARKING STALLS	821

PARKING STALLS

LEGEND

STREET LIGHT
STREET & STOP SIGN
BARRIER FREE PARKING SPACE
PROF. DECIDUOUS TREE
PROP. FIRE RETARDANT
EXISTING VEGETATION
PROPOSED CONTOURS
EXISTING CONTOURS
PROP. COTTONWOOD
PROP. CATCH BASIN
PROP. SWALES & HEADWALL
PROP. SLOPE BANK

-Metal standing seam roof.-----

-Double-sided sandblasted sign with raised letters.

—Stonework to be Eldorado Stone —
Mountain Ledge / Buckskin.
To match community center stonework

ENTRY SIGN ELE

$$\frac{1/2^* \sigma_1^* - 0}{\dots}$$
